

# Ponte Vedra/Palm Valley Traffic Study

FINAL



PONTE VEDRA, FL  
JUNE 23, 2017

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## Summary

This study's purpose is to identify improvements to enhance traffic flow and safety in the vicinity of SR A1A from Mickler Road to Duval County Line, Mickler Road, Palm Valley Road, and Roscoe Boulevard/Solana Road. The following intersections were examined to assess traffic benefits, right-of-way impacts and costs.

### SR A1A

- Mickler Road
- Crossroad Lakes Drive/Oceans Edge Drive
- Plantation Drive
- Sawgrass Drive/Fairfield Boulevard
- Palm Valley Road/Old CR 210
- ATP Tour Boulevard
- PGA Tour Boulevard/Country Club Boulevard
- Sawgrass Village Drive/L'Atrium Circle
- Thousand Oaks Boulevard/Ocean Place
- Corona Road/Summerfield Drive
- Library Boulevard
- Solana Road
- Dolphin Boulevard
- Marlin Avenue

### Roscoe Boulevard

- Solana Road at North Roscoe Boulevard

### Palm Valley

- Roscoe Boulevard
- Canal Boulevard/Possum Trot Road
- Landrum Lane
- Mickler Road

Current and future traffic concerns in the Ponte Vedra area prompted this traffic study. Continued traffic growth is anticipated within this study area over the year 2040 design period for the project. Alternatives were evaluated to improve the intersections anticipated to have the worst congestion in the future. Improvements are proposed at the following intersections:

- SR A1A at Mickler Road
- SR A1A at PGA Tour Boulevard
- SR A1A at Sawgrass Village/L'Atrium Drive
- SR A1A at Solana Road
- SR A1A at Dolphin Boulevard
- Palm Valley Road at Mickler Road

Improvements to meet the long-term needs within the corridor include:

- Widening SR A1A from two to four lanes from Mickler Road to ATP Tour Boulevard
- Widening SR A1A from four to six lanes from ATP Tour Boulevard to Marlin Avenue
- Widening Mickler Road and the east-west segment of Palm Valley Road from two to four lanes
- Constructing a new ramp from Palm Valley Road to Roscoe Boulevard just before the Intracoastal Waterway Bridge
- Constructing new sidewalk and bicycle lanes along Palm Valley Road

The total construction costs of these standalone intersection improvements are estimated to be \$3.4 million. The total construction costs of the widening improvements are anticipated to be \$32.6 million.

## Public Comments Summary

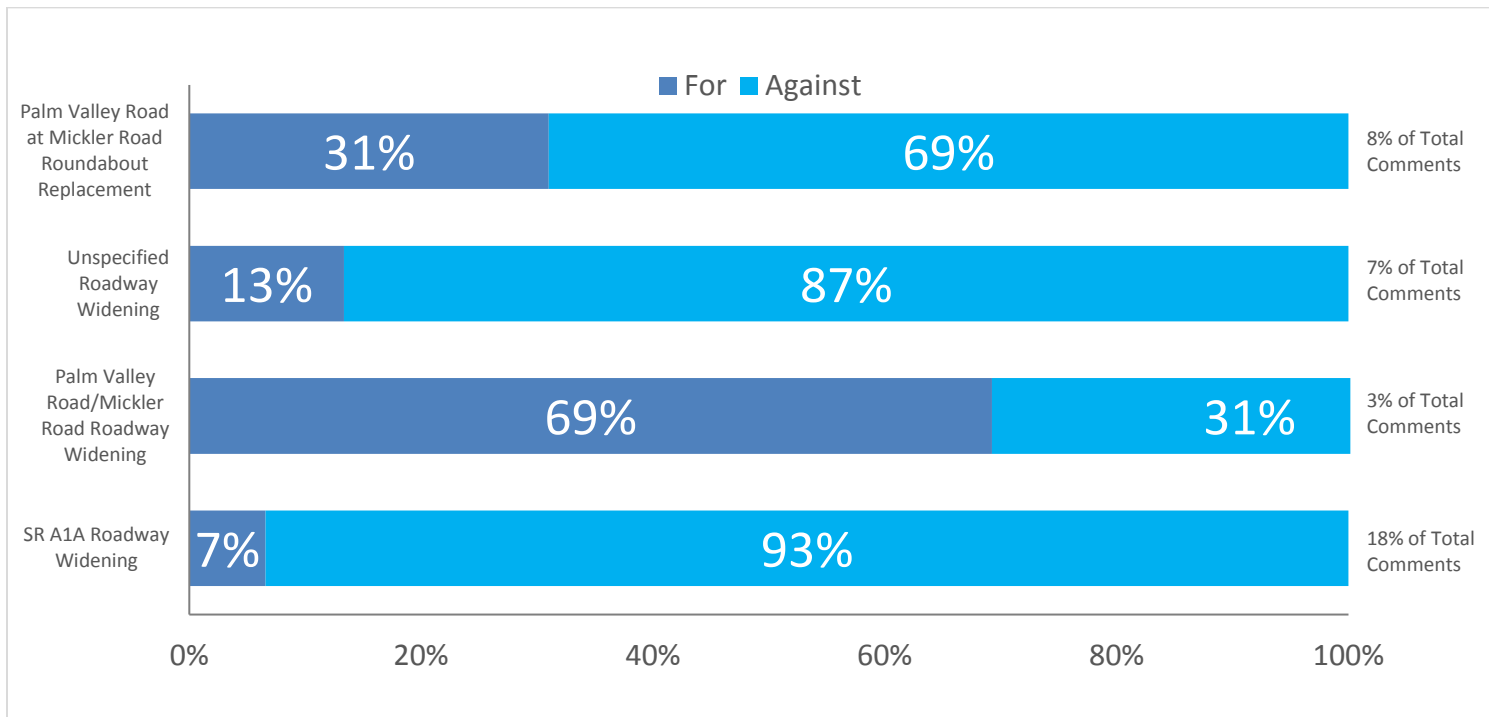
The public hearing for this study was conducted on April 25<sup>th</sup>, 2017, with 540 people recorded in attendance. An open house began at 4:30 PM for the public to review the project exhibits, ask the project team questions and make formal comments to a court reporter. The hearing presentation began at 6:30 PM and included a public comment session. The public had the opportunity to review the draft report and submit additional comments online at [www.northfloridatpo.com](http://www.northfloridatpo.com). Comments were also received by postal mail.

Two hundred fifty-two individuals submitted comments for the study. The number of comments recorded is 424.

The SR A1A or Mickler Road widening recommendation was referenced in 28 percent of the comments. Of the comments mentioning non-specific roadway widening (seven percent of total comments), 87 percent were opposed and 13 percent were for widening. Many widening comments were focused on the proposed SR A1A six-lane portion from ATP Tour Boulevard through Marlin Avenue. Ninety-three percent of the comments related to the widening of SR A1A were against widening. Seven percent of the comments were for SR A1A widening. Thirty-three percent of the comments related to the proposed widening of Palm Valley Road/Mickler Road were opposed to widening; 69 percent were for widening.

Seven percent of the comments mentioned the roundabout conversion to a signalized intersection at Palm Valley Road at Mickler Road. Sixty-nine percent of those comments were opposed to roundabout conversion and 31 percent were for roundabout conversion. Graphical results are shown in Figure A.

**FIGURE A. SUMMARY OF PUBLIC COMMENTS – ROUNDABOUT AND ROADWAY WIDENING**





Seven percent of the comments mentioned support for intersection and timing improvements in the study area. Fourteen commenters would like a signal at a current unsignalized intersection such as SR A1A at Fairfield Boulevard and Crossroad Lakes Drive. Some comments also mentioned support of bicycle lanes and sidewalks. Concern was expressed regarding speeding in the area and the need for better enforcement of speed limits, texting while driving and tailgating.

The largest amount of comments received (123 comments) mentioned a need for a new corridor from the Town of Nocatee (herein referred to as Nocatee) to either San Pablo Road or Hodges Boulevard.

Based on the public's feedback, additional analysis was performed on unsignalized intersections. Should this study progress into the design phase, it is recommended to collect additional data for performance of signal warrant analysis at the unsignalized intersections. Additional results for the roundabout at Palm Valley Road at Mickler Road are provided in this report. For traffic calming, single-lane roundabouts may be considered along Palm Valley Road. Additional right-of-way acquisition would be needed.

A select link analysis was performed on the NERPM A-B model 2010 model for the Intracoastal Waterway bridge. This analysis estimates the percentage of vehicles making trips on the Intracoastal Waterway bridge to and from Nocatee zones. The link analysis does not determine what percentage of Nocatee residents travel through Ponte Vedra Beach and what percentage travel towards US-1 and I-95 – only the percentage of bridge traffic. Data collection and vehicle counts are needed to verify the model analysis. The 2010 verified NERPM A-B model select link analysis shows that approximately 25 percent of the trips utilizing the Intracoastal Waterway bridge are to and from Nocatee. Of these trips, most are originating from and going to the Nocatee zone that contains Ponte Vedra High School (approximately 64 percent of Nocatee trips utilizing the Intracoastal Waterway bridge). Detailed route analysis would need to be conducted to further determine current traffic patterns in the area surrounding the study area.

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# 1 Introduction

## 1.1 Purpose

This study's purpose is to identify improvements to enhance traffic flow and safety in the vicinity of SR A1A from Mickler Road to the Duval County line, Mickler Road, Palm Valley Road, and Roscoe Boulevard/Solana Road. The following intersections were examined to assess traffic benefits, right-of-way impacts and costs.

### SR A1A

- Mickler Road
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- Corona Road/ Summerfield Drive
- Library Boulevard
- Solana Road
- Dolphin Boulevard
- Marlin Avenue

### Roscoe Boulevard

- Solana Road at North Roscoe Boulevard

### Palm Valley

- Roscoe Boulevard
- Canal Boulevard/Possum Trot Road
- Landrum Lane
- Mickler Road

## 1.2 Background

Current and future traffic concerns in the Ponte Vedra area prompted this traffic study. Continued traffic growth is anticipated within this study area over the year 2040 design period for the project. Alternatives to improve the intersections anticipated to have the worst congestion in the future were evaluated. Long-term improvements consider the impacts of widening SR A1A, Mickler Road and the east-west portion of Palm Valley Road.

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

The *North Ponte Vedra Beach Traffic Study* was conducted as the first phase of this study in 2016. The study included the North Ponte Vedra Beach and South Jacksonville Beach areas and along SR A1A from Ponte Vedra Lakes Boulevard to SR 202/J. Turner Butler Boulevard (JTB). The following intersections were examined to assess traffic benefits, right-of-way impacts and costs.

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

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

Study recommendations include:

### **SR 202/JTB eastbound off-ramp at Marsh Landing Boulevard**

- Remain as existing

### **Marsh Landing Parkway at South Beach Parkway**

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

### **Sanctuary Parkway at South Beach Parkway**

- Add additional receiving lane on Sanctuary Parkway
- Add multiuse path on north side of Sanctuary Parkway

- Add bike lane along South Beach Parkway

#### **Ponte Vedra Lakes Boulevard at Marsh Cove Drive**

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

#### **Marsh Landing Parkway at A1A**

- Add bike lanes along A1A
- Add eastbound right-turn overlap phase
- Add right-in right-out channelized island at Professional Drive
- Convert Avenue C median opening to directional median
- Extend JTB exit lane to Ponte Vedra Lakes Drive

#### **Ponte Vedra Lakes Boulevard at A1A**

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

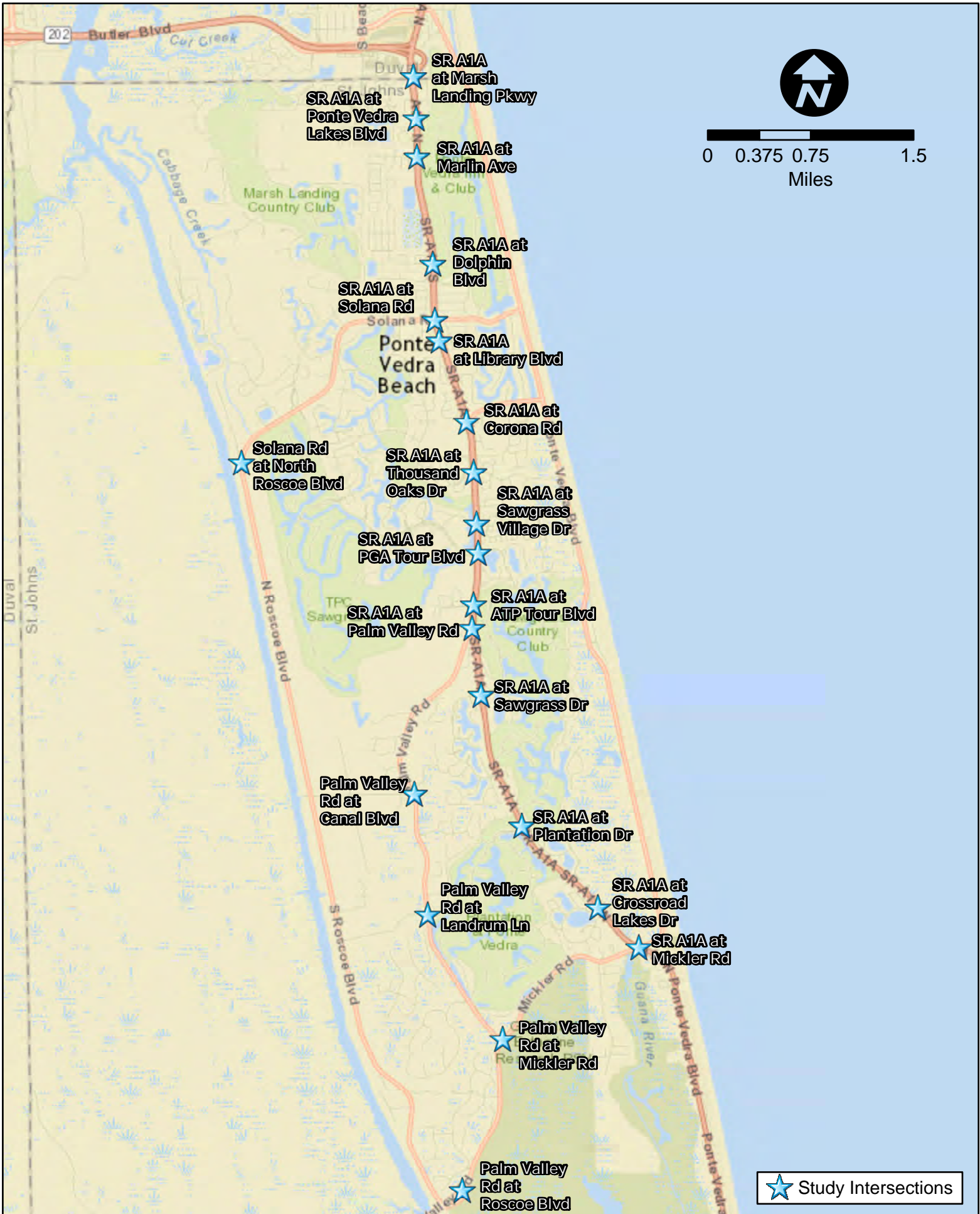
The anticipated cost for implementation of the recommended project alternatives at the study intersections is \$4.0 million.

Based on the results of the *North Ponte Vedra Beach Traffic Study*, the limits were extended south to Mickler Road. Palm Valley Road and Solana Road were also evaluated.

### **1.3 Study Area**

The project is located within Ponte Vedra Beach and Palm Valley. The study area includes SR A1A from Marlin Avenue to Mickler Road, Palm Valley Road, Mickler Road, and Roscoe Boulevard/Solana Road. This study area is located in northeast St. Johns County. A location map is provided in Figure 1.





## 2 Existing Conditions

### 2.1 Field Observations

Field reviews were performed within the study area at the following intersections during the AM and PM peak periods. The times of observation were from 7 AM to 9 AM and 4 PM to 6 PM. The AM and PM peak hours were 7:45 AM to 8:45 AM and 4:45 PM to 5:45 PM, respectively.

- SR A1A at Mickler Road
- SR A1A at Crossroad Lakes Drive/Oceans Edge Drive
- SR A1A at Plantation Drive
- SR A1A at Sawgrass Drive/Fairfield Boulevard
- SR A1A at Palm Valley Road/Old CR 210
- SR A1A at ATP Tour Boulevard
- SR A1A at PGA Tour Boulevard/Country Club Boulevard
- SR A1A at Sawgrass Village Drive/L'Atrium Circle
- SR A1A at Thousand Oaks Boulevard/ Ocean Place
- SR A1A at Corona Road/Summerfield Drive
- SR A1A at Library Boulevard
- SR A1A at Solana Road
- SR A1A at Dolphin Boulevard
- SR A1A at Marlin Avenue
- Solana Road at North Roscoe Boulevard
- Palm Valley Road at Roscoe Boulevard
- Palm Valley Road at Canal Boulevard/Possum Trot Road
- Palm Valley Road at Landrum Lane
- Palm Valley Road at Mickler Road

#### 2.1.1 SR A1A

##### 2.1.1.1 Mickler Road

Mickler Road at SR A1A is a four-leg, signal-controlled intersection. The intersection is configured as follows:

**Northbound:** one left-turn lane and one shared through/right-turn lane with right-turn channelizing island

**Southbound:** one left-turn lane, one through lane and one channelized right-turn lane

**Eastbound:** one shared through/left/right-turn lane

**Westbound:** one shared through/left/right-turn lane

During the field review, additional conditions were observed at the intersection of Mickler Road and SR A1A. This intersection has mast arm poles with no signs on the arms. Crosswalks are located on each leg, and the sidewalk is present along the west side and north side of the intersection. There is a bicycle lane in the southbound and northbound direction, and lighting is provided at the intersection's southwest corner.

No operational issues were observed during the AM and PM peak hour traffic. Queues and delays at the intersection were increased slightly during the AM and PM peak hours, particularly in the AM peak hour. Queues in the eastbound direction during the AM peak hour were approximately 10 to 15 vehicles; however, the maximum queue observed was 25 vehicles during the AM period. There were three to 10 vehicles queued southbound and three to five vehicles queued northbound during the AM peak hour. Queues in the eastbound direction during the PM peak hour averaged four to seven vehicles. There were three to six vehicles queued southbound and five to eight vehicles queued northbound during the PM peak hour.

**2.1.1.2 Crossroad Lakes Drive**

Crossroad Lakes Drive at SR A1A is a four-leg, stop controlled intersection. The intersection is configured as follows:

- Northbound:** one left-turn lane, and one shared through/right-turn lane
- Southbound:** one left-turn lane, one through lane and one right-turn lane
- Eastbound:** one shared through/left/right-turn lane
- Westbound:** one shared through/left/right-turn lane

During the field review, additional conditions were observed at the intersection of Crossroad Lakes Drive and SR A1A. The crosswalks and sidewalk are located along the west side of the intersection. There is a bicycle lane in the southbound and northbound directions. Lighting is provided along the intersection’s west leg.

No operational issues were observed during the AM and PM peak hour traffic. Queues and delays were minimal. There were three to five vehicles queued eastbound during the AM peak hour and there were zero to two vehicles queued during the PM peak hour.

**2.1.1.3 Plantation Drive**

Plantation Drive at SR A1A is a three-leg, stop-controlled intersection. The intersection is configured as follows:

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

During the field review, additional conditions were observed at the intersection of Plantation Drive and SR A1A. A crosswalk and sidewalk is located on the west leg. There is a bicycle lane in the southbound and northbound directions. Lighting is provided along the west leg.

No operational issues were observed during the AM and PM peak hour traffic. Queues and delays were minimal. There were three to five vehicles queued eastbound during the AM peak hour, and there were zero to two vehicles queued during the PM peak hour.

**2.1.1.4 Sawgrass Drive**

Sawgrass Drive at SR A1A is a four-leg, stop-controlled intersection. The intersection is configured as follows:

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

During the field review, additional conditions were observed at the intersection of Sawgrass Drive and SR A1A. The crosswalks and sidewalk are located along the west side of the intersection. There is a bicycle lane in the southbound and northbound directions. There is no lighting present at the intersection.

No operational issues were observed during the AM and PM peak hour traffic. Queues and delays were minimal. There were one to two vehicles queued eastbound during the AM period and PM period.

**2.1.1.5 Palm Valley Road**

Palm Valley Road at SR A1A is a three-leg, signal-controlled intersection. The intersection is configured as follows:

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

During the field review, additional conditions were observed at the intersection of Palm Valley Road and SR A1A. This intersection has mast arm poles with a left-turn yield on green sign (MUTCD R10-12) on the north and south leg mast arms and a no U-turn sign (MUTCD R3-4) on the east mast arm. Pedestrian push-buttons are located on the northwest, southwest and southeast poles. The crosswalks are located on the west and south legs, and the sidewalk is located along the west side of the intersection. There is a bicycle lane in the southbound and northbound directions. Lighting is provided at the intersection’s southwest corner.

During the AM and PM peak hours, heavy traffic was present on Palm Valley Road. Queues in the eastbound direction during the AM peak hour were approximately 15 to 20 with a maximum eastbound queue of 25 vehicles. The queues observed during the PM peak hour were approximately 18 to 28 vehicles. There were approximately five to 10 vehicles queued southbound and 10 to 14 vehicles queued northbound during the AM peak hour. There were approximately six to 11 vehicles queued southbound and five to 12 vehicles queued northbound during the PM peak hour.

**2.1.1.6 ATP Tour Boulevard**

ATP Tour Boulevard at SR A1A is a three-leg, signal-controlled intersection. The intersection is configured as follows:

- Northbound:** one left-turn lane and two through lanes
- Southbound:** two through lanes and one right-turn lane
- Eastbound:** one left-turn lane and one right-turn lane



During the field review, additional conditions were observed at the intersection of ATP Tour Boulevard and SR A1A. This intersection has mast arm poles with a left-turn yield on green sign (MUTCD R10-12) on the north and south leg mast arms. Pedestrian push-buttons are located on the northwest and southwest poles. A crosswalk is located on the west leg, and the sidewalks are located along the west side of the intersection. There is a bicycle lane in the southbound and northbound directions. No lighting is present at the intersection. There is a camera on the northwest corner pole. It was observed that there is some sight-distance obstruction for northbound left-turn vehicles due to trees in the median.

No operational issues were observed during the AM peak hour traffic. Queues and delays were minimal. There were approximately two to seven vehicles queued southbound and two to four vehicles queued northbound during the AM peak hour. Heavy traffic was observed during the PM peak hour. The heaviest movement at the intersection during the PM peak hour was southbound. There were approximately 20 to 24 vehicles queued southbound, and extended approximately 620-feet. There were approximately 12 to 15 vehicles queued northbound and seven to 10 vehicles queued eastbound during the PM peak hour.

**2.1.1.7 PGA Tour Boulevard**

PGA Tour Boulevard at SR A1A is a four-leg, signal-controlled intersection. The intersection is configured as follows:

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

During the field review, additional conditions were observed at the intersection of PGA Tour Boulevard and SR A1A. This intersection has signal strain poles with a left-turn yield on green sign (MUTCD R10-12) on the north and south leg wires and a no U-turns sign (MUTCD R3-4) on the south leg wire. Pedestrian push buttons are located on each pole. The crosswalks are located on the north, south and west legs. Sidewalks are located along SR A1A on the east and west sides. There is a bicycle lane in the southbound and northbound directions. Lighting is present on the southwest corner. In addition, a project is underway to replace span wires with mast arm assemblies at this location.

No operational issues were observed during the AM and PM peak hour traffic. Queues and delays were minimal. There were approximately 10 to 16 vehicles queued southbound and 10 to 18 vehicles queued northbound during the AM peak hour. Queues in the eastbound were approximately four to 10 vehicles. There were approximately four to seven vehicles queued southbound and six to 10 vehicles queued northbound during the PM peak hour. Queues in the eastbound direction were approximately five to 15 vehicles.

**2.1.1.8 Sawgrass Village Drive**

Sawgrass Village Drive at SR A1A is a four-leg, signal-controlled intersection. The intersection is configured as follows:

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

**Westbound:** one shared through/left-turn lane and one right-turn lane

During the field review, additional conditions were observed at the intersection of Sawgrass Village Drive and SR A1A. This intersection has signal strain poles with left-turn yield on green sign (MUTCD R10-12) and right-turn only (MUTCD R3-5R) on the north and south leg mast arms. The south leg also contains a no U-turn sign (MUTCD R3-4). The pedestrian push buttons are located on each pole. The crosswalks are located on the west, east and south legs. Sidewalks are located along SR A1A and on the north side of the west leg and south side of the east leg. There is a bicycle lane in the southbound and northbound directions. Lighting is present at the northwest and northeast corners. There is a camera on the northwest corner pole. It was observed that there is some sight-distance obstruction for northbound left-turn vehicles due to trees in the median. In addition, a project is underway to replace span wires with mast arm assemblies at this location.

During the AM peak hour, the heaviest movement at the intersection was northbound through. Queues in the northbound direction during the AM peak hour were approximately 20 to 32 vehicles and extended approximately 500-feet. Queues in the southbound direction were approximately five to eight vehicles. During the PM hour, heavy traffic was observed in the northbound and southbound directions. There were approximately 20 to 27 vehicles queued southbound and 14 to 20 vehicles queued northbound. Queues in the southbound direction extended approximately 500-feet. Heavy traffic was also observed in the eastbound direction during the PM peak hour. The queues in the eastbound direction were approximately 10 to 15 vehicles. The eastbound queues extended approximately 400-feet.

#### ***2.1.1.9 Thousand Oaks Boulevard***

Thousand Oaks Boulevard at SR A1A is a four-leg, signal-controlled intersection. The intersection is configured as follows:

**Northbound:** one left-turn lane, two through lanes and one right-turn lane

**Southbound:** one left-turn lane, two through lanes and one right-turn lane

**Eastbound:** one shared left/through/right-turn lane

**Westbound:** one left-turn lane and one shared through/right-turn lane

During the field review, additional conditions were observed at the intersection of Thousand Oaks Boulevard and SR A1A. This intersection has mast arm poles with left-turn yield on green signs (MUTCD R10-12) on the north and south leg mast arms. Pedestrian push buttons are located on each pole. Crosswalks are located on each intersection leg, and the sidewalks are located on both sides of SR A1A and the north side of the east and west legs. There is a bicycle lane in the southbound and northbound directions. Lighting is present along the west side of SR A1A and northeast corner of the intersection.

During the AM peak hour, the heaviest movement at the intersection was the northbound through. Queues in the northbound direction during the AM peak hour were approximately 10 to 20 vehicles, and extended approximately 600-feet. Queues in the southbound direction were approximately five to seven vehicles. During the PM peak hour, no operational issues were observed. Queues and delays were minimal. There were approximately three to five vehicles queued southbound and two to four vehicles queued northbound.

### ***2.1.1.10 Corona Road***

Corona Road at SR A1A is a four-leg, signal-controlled intersection. The intersection is configured as follows:

**Northbound:** one left-turn lane, two through lanes and one right-turn lane

**Southbound:** one left-turn lane, two through lanes and one right-turn lane

**Eastbound:** one shared left/through/right -turn lane

**Westbound:** one shared through/left-turn lane and one right-turn lane

During the field review, additional conditions were observed at the intersection of Corona Road and SR A1A. This intersection has mast arm poles with left-turn yield on green signs (MUTCD R10-12) on the north and south leg mast arms. It was observed that one sign is flipped face-up on south leg mast arm. Pedestrian push buttons are located on each pole. A signal head on a pedestal is provided at the southeast corner of the intersection for vehicles traveling westbound. The crosswalks are located on the west, east, and south side legs. There are sidewalks along all legs of the intersection except the north side of the east leg. There is a bicycle lane in the southbound and northbound directions. Lighting is present at the northwest and northeast corners. PV/PV-Rawlings Elementary School is located at the southwest corner.

No operational issues were observed during the AM peak hour traffic. Queues and delays were minimal. Queues in the northbound direction during the AM peak hour were approximately four to seven vehicles. Queues in the westbound direction during the AM peak hour were approximately five to eight vehicles. During the PM peak hour, heavy traffic was observed in the northbound direction. There were approximately seven to 13 vehicles queued southbound and 13 to 22 queued northbound during the PM peak hour.

### ***2.1.1.11 Library Boulevard***

Library Boulevard at SR A1A is a four-leg, signal-controlled intersection. The intersection is configured as follows:

**Northbound:** one left-turn lane and two through lanes

**Southbound:** one left-turn lane, one right-turn lane and two through lanes

**Eastbound:** one shared through/left-turn lane and one right-turn lane

**Westbound:** one shared left/through/right-turn lane

During the field review, additional conditions were observed at the intersection of Library Boulevard and SR A1A. The intersection has a new signal traffic mast arm on the west side leg, and there are left-turn yield on green signs (MUTCD R10-12) on the north and south leg mast arms. Crosswalks are located on each intersection leg, and there are sidewalks along both sides of SR A1A and on the south side of the west leg. There is a bicycle lane in the northbound and southbound directions. Lighting is provided on the intersection's southwest corner, and detector cameras are on each mast arm. The Ponte Vedra Beach Library and the Ponte Vedra Fire Department is located near the intersection.

There was heavy traffic on SR A1A during the AM peak hour. The heaviest movement at the intersection was northbound through, due to the traffic queues extending from Solana Road. There were approximately four to 10 vehicles queued southbound and 13 to 21 vehicles queued northbound during the AM peak hour. During the PM peak hour, there were approximately five to 10 vehicles queued southbound and four to seven vehicles queued northbound.

### **2.1.1.12 Solana Road**

Solana Road at SR A1A is a four-leg, signal-controlled intersection. The intersection is configured as follows:

**Northbound:** one left-turn lane, two through lanes and one right-turn lane

**Southbound:** one left-turn lane, two through lanes and one channelized right-turn lane

**Eastbound:** two left-turn lanes and one shared through/right-turn lane

**Westbound:** one shared through/left-turn lane and one right-turn lane

During the field review, additional conditions were observed at the intersection of Solana Road and SR A1A. The intersection has mast arm poles with a right-turn only (MUTCD R3-5R) signage in the north and south leg mast arms. There are two signal pedestals on the southwest corner with count down pedestrian heads, one signal pedestal in the northwest corner and one on the southeast corner. Crosswalks are located on the west and the south legs, and sidewalks are located along the west side of SR A1A north of the intersection and east side of SR A1A south of the intersection. There is also a sidewalk on the south side of Solana Road. There is a bicycle lane in the northbound and southbound directions. Lighting is present on the intersection's southeast and southwest corners. There is a right-turn only light-emitting diode (LED) sign on the east leg mast arm and a closed-circuit television (CCTV) camera located on the south leg mast arm.

The northbound, southbound and the eastbound through movements are heavy during the AM peak hour. Queues in the northbound, southbound and eastbound direction during the AM peak hour were approximately thirty to thirty-four, twenty-four to thirty, and eighteen to thirty-three vehicles, respectively. The traffic during the AM period in the northbound and southbound extended approximately 480-feet and 730-feet, respectively. Queues in the northbound, southbound and eastbound direction during the PM peak hour were approximately 15 to 35, 26 to 35, and 11 to 15 vehicles, respectively. The traffic during the PM period in the northbound and southbound extended approximately 295-feet and 700-feet, respectively.

### **2.1.1.1 Dolphin Boulevard**

Dolphin Boulevard is a three leg, stop-controlled intersection. The intersection is configured as follows:

**Northbound:** one left-turn lane and two through lanes

**Southbound:** two through lanes and one right-turn lane

**Eastbound:** one shared left/right-turn lane

During the field review, additional conditions were observed at the intersection of Dolphin Boulevard and SR A1A. There are no sidewalks along the east leg. A crosswalk is located on the west leg, and lighting is present at the intersection's northwest corner. There is a bicycle lane in the northbound and southbound directions.

Heavy traffic was observed in the southbound direction during the AM and PM peak hours. The southbound queues from Solana Road block the eastbound and northbound left movements.

### **2.1.1.2 Marlin Avenue**

Marlin Avenue at SR A1A is a three-leg, signal-controlled intersection. The intersection is configured as follows:

**Northbound:** one left-turn lane and two through lanes

**Southbound:** two through lanes and one right-turn lane

**Eastbound:** one left-turn lane and one right-turn lane

During the field review, additional conditions were observed at the intersection of Marlin Avenue and SR A1A. The intersection has signal strain poles with a left-turn yield on green sign (MUTCD R10-12) on the north leg. Signal pedestals with count down pedestrian heads and push buttons are located on the northwest and southwest corners of the intersections. A crosswalk is located on the intersection's west leg. A sidewalk is located along the west side of SR A1A, and there is lighting present on the southwest corner. There is a bicycle lane in the northbound and southbound directions. There are No Parking signs (MUTCD R8-3) located on the east leg. In addition, a project is underway to replace span wires with mast arm assemblies at this location.

No operational issues were observed during the AM peak hour traffic. Queues and delays were minimal. There were approximately 10 to 15 vehicles queued southbound and 18 to 25 vehicles queued northbound during the AM peak hour. Heavy traffic was observed during the PM peak hour in the southbound direction. There were approximately 15 to 22 vehicles queued southbound and one to four vehicles queued northbound during the PM peak hour. Traffic queues extended from Dolphin Boulevard to the south leg of Marlin Avenue.

## **2.1.2 Roscoe Boulevard**

### **2.1.2.1 Solana Road**

Solana Road at North Roscoe Boulevard is a three-leg, stop-controlled intersection. Stop-control is present only on the west leg. The intersection is configured as follows:

**Northbound:** one through lane

**Southbound:** one through lane

**Eastbound:** one shared through/left/right-turn lane

During the field review, additional conditions were observed at the intersection of Roscoe Boulevard and Solana Road. There are no crosswalks, sidewalks or bicycle lanes at this intersection. There is one street light located in the northwest corner.

No operational issues were observed during the AM and PM peak hour traffic. Queues and delays were minimal. Queues in the eastbound during the AM and PM peak hours were approximately one to two vehicles.

### 2.1.3 Palm Valley Road

#### 2.1.3.1 Roscoe Boulevard

Roscoe Boulevard at Palm Valley Road is a three-leg, stop-controlled intersection. The intersection is configured as follows:

**Northbound:** one through lane and one right-turn lane

**Southbound:** one left-turn lane and one through lane

**Westbound:** one left-turn lane and one right-turn lane

During the field review, additional conditions were observed at the intersection of Roscoe Boulevard and Palm Valley Road. The crosswalk and the sidewalk are located along the east side of Palm Valley Road. There are no bicycle lanes, and lighting is present on the southeast, southwest and northeast corners of the intersection.

No operational issues were observed during the AM and PM peak hour traffic. Queues and delays were minimal. Southbound left-turn queues during the AM and PM peak hours were approximately zero to two vehicles. Queues in the westbound direction averaged seven to 12 vehicles in the AM and PM peak hours.

#### 2.1.3.2 Mickler Road

Mickler Road at Palm Valley Road is a four-leg, roundabout-controlled intersection. The intersection is configured as follows:

**Northbound:** one shared through/left/right-turn lane

**Southbound:** one shared through/left/right-turn lane

**Eastbound:** one shared through/left/right-turn lane

**Westbound:** one shared through/left/right-turn lane

During the field review, additional conditions were observed at the intersection of Mickler Road and Palm Valley Road roundabout. Crosswalks and sidewalks are located on each direction. There are two street lights per each direction. There are no bicycle lanes.

Heavy traffic was observed in the westbound direction during the AM and PM peak hours. Queues in the eastbound direction during the AM and PM peak hour were approximately 25 to 30 vehicles, up to a maximum of 55 vehicles, and extended approximately 1,500-feet. There were approximately five to 11 vehicles queued southbound and four to 10 vehicles queued northbound during the AM peak hour. During the PM peak hour, there were approximately 11 to 18 vehicles queued southbound and five to 10 vehicles queued northbound during the PM peak hour.

#### 2.1.3.3 Landrum Lane

Landrum Lane at Palm Valley Road is a three-leg, signal-controlled intersection. The intersection is configured as follows:

**Northbound:** one left-turn lane and one through lane

**Southbound:** one through lane and one right-turn lane

**Eastbound:** one left-turn lane and one right-turn lane

During the field review, additional conditions were observed at the intersection of Landrum Lane and Palm Valley Road. There are no crosswalks or bicycle lanes at the intersection. Sidewalks start at the southwest corner of the intersection and continue south along Palm Valley Road and west along Landrum Lane. Lighting is present on the northwest corner.

No operational issues were observed during the AM and PM peak hour traffic. Queues and delays were minimal. There were approximately four to 12 vehicles queued southbound and two to six vehicles queued northbound during the AM peak hour. Queues in the eastbound direction during the AM peak hour were approximately three to six vehicles. There were approximately five to 10 vehicles queued southbound and one to four vehicles queued northbound during the PM peak hour. Queues in the eastbound direction during the PM peak hour were approximately one to four vehicles.

#### ***2.1.3.1 Canal Boulevard***

Canal Boulevard at Palm Valley Road is a four-leg, stop-controlled intersection. The intersection is configured as follows:

**Northbound:** one left-turn lane, one through lane and one right-turn lane

**Southbound:** one left-turn, one through lane and one channelized right-turn lane

**Eastbound:** one shared through/left-turn lane and one right-turn lane

**Westbound:** one shared through/left/right-turn lane

During the field review, additional conditions were observed at the intersection of Canal Boulevard and Palm Valley Road. There are no crosswalks or bicycle lanes at the intersection. Sidewalks start at the southwest corner of the intersection and continue south along Palm Valley Road and west along Canal Blvd. Lighting is present at the southwest corner.

No operational issues were observed during the AM and PM peak hour traffic. Queues and delays were minimal.

## 2.2 Traffic Data Collection

To understand and study the existing conditions of the roadways within the study area, traffic counts were conducted along SR A1A from Marlin Avenue to Mickler Road, Palm Valley Road and Roscoe Boulevard. Intersection volume counts were conducted at the nineteen intersections. Traffic volume counts (72-hours) were recorded between the subject intersections on Mickler Road, Palm Valley Road and Solana Road/Roscoe Boulevard. Appendices A and B provide the 72-hour volume counts and turning movement volume counts, respectively.

### 2.2.1 Truck Average Volume

The traffic truck volume was analyzed for each intersection for the AM and PM hours. The following table summarizes the average truck volume.

**TABLE 1. AVERAGE TRUCK VOLUME SUMMARY**

Intersection		Average Truck Volume	
		AM	PM
1	SR A1A and Mickler Road	55	54
2	SR A1A and Crossroad Lakes Drive/Oceans Edge Drive	42	44
3	SR A1A and Plantation Drive	35	38
4	SR A1A and Sawgrass Drive/Fairfield Blvd	49	45
5	SR A1A and Palm Valley Road/Old CR 210	65	53
6	SR A1A and ATP Tour Boulevard	75	65
7	SR A1A and PGA Tour Boulevard/Country Club Boulevard	79	63
8	SR A1A and Sawgrass Village L'Atrium Circle	76	63
9	SR A1A and Thousand Oaks Drive/Ocean Place	70	55
10	SR A1A and Corona Road/Summerfield Drive	80	59
11	SR A1A and Library Boulevard	79	35
12	SR A1A and Solana Road	91	44
13	SR A1A and Dolphin Boulevard	78	52
14	SR A1A and Marlin Avenue	78	46
15	Solana Road and Roscoe Boulevard	25	22
16	Palm Valley Road and Roscoe Boulevard	79	67
17	Palm Valley Road and Canal Boulevard/Possum Trot Road	41	33
18	Palm Valley Road and Landrum Lane	51	42
19	Mickler Road/Palm Valley Road Roundabout	77	54



### 2.2.2 Crash Analysis

The five-year crash data was analyzed at SR A1A from Marlin Avenue to Mickler Road, Palm Valley Road, Mickler Road and Roscoe Boulevard/Solana Road. The crash data was obtained from Signal Four Analytics crash mapping and analysis system for the period from July 1, 2011 through July 31, 2016.

A total of 1,219 crashes occurred during this period in the study area. There were seven fatal crashes, 330 injury crashes and 882 crashes that involved damage to vehicle only. Rear end collisions were the most common crashes along SR A1A accounting for 52 percent of the total crashes.

Table 2 shows the summary of crashes by severity within the study area.

**TABLE 2. CRASH SEVERITY SUMMARY**

<b>Crash Severity</b>	<b>7/1/11 to 7/2/12</b>	<b>7/2/12 to 7/1/13</b>	<b>7/2/13 to 7/1/14</b>	<b>7/2/14 to 7/1/15</b>	<b>7/2/15 to 7/31/16</b>	<b>Total</b>
<b>Fatal</b>	1	1	2	1	2	<b>7</b>
<b>Injury</b>	35	70	64	74	87	<b>330</b>
<b>Property Damage Only</b>	75	184	183	194	246	<b>882</b>
<b>Total</b>	<b>111</b>	<b>255</b>	<b>249</b>	<b>269</b>	<b>335</b>	<b>1219</b>

Of the seven fatal crashes, two crashes occurred where the driver was at fault. In the first, the driver failed to drive in a single lane and collided with a cyclist who was traveling in the bike lane. The second crash occurred due to a driver running a stop signal and striking a bicyclist in the bike lane. In the other two crashes, the pedestrian and the bicyclist were at fault. The pedestrians and the bicyclist failed to use a crosswalk and were struck by a vehicle. The other three fatal crashes are attributed to vehicle control loss.

During the five-year study period, of the crashes that were classified as specific crash events, the highest were rear end collisions (633 crashes) followed by left-turn collisions (122 crashes) and by off road collisions (119 crashes). Table 3 provides a summary of the types of crashes within the study area.

TABLE 3. CRASH TYPES

Harmful Event	7/1/11 to 7/2/12	7/2/12 to 7/1/13	7/2/13 to 7/1/14	7/2/14 to 7/1/15	7/2/15 to 7/31/16	Total
Angle	0	10	11	11	13	45
Animal	0	0	1	2	3	6
Backed Into	0	0	0	0	0	0
Bicycle	2	6	2	3	3	16
Head On	0	0	2	3	1	6
Left Entering	0	0	0	0	0	0
Left Leaving	0	0	0	0	0	0
Left Rear	0	0	0	0	0	0
Left-Turn	16	16	27	24	39	122
Off Road	31	23	23	19	23	119
Opposing Sideswipe	0	0	0	0	0	0
Other	20	36	44	37	45	182
Parked Vehicle	0	0	0	0	0	0
Pedestrian	0	1	1	1	1	4
Rear End	35	138	126	150	184	633
Right-Turn	0	4	3	1	6	14
Right/Through	0	0	0	0	0	0
Rollover	2	0	0	4	2	8
Sideswipe	3	16	9	13	12	53
Single Vehicle	0	0	0	0	0	0
Unknown	1	4	0	2	4	11
<b>Total</b>	<b>110</b>	<b>254</b>	<b>249</b>	<b>270</b>	<b>336</b>	<b>1219</b>

Rear end collisions represent nearly 51 percent of the total crashes occurring along the SR A1A (between Marlin Avenue and Mickler Road), Palm Valley Road and Roscoe Boulevard study corridors for the five-year period analyzed. Seventy-seven percent (943 crashes) of the total crashes occurred during daylight lighting conditions and approximately 74 percent occurred during “clear” weather conditions. The data indicates that the high occurrence of rear-end collisions may be due to peak periods of heavy congestion along the corridor.

Table 4 provides a summary of these types of conditions.

TABLE 4. CRASH CONDITIONS SUMMARY

Conditions	7/1/11 to 7/2/12	7/2/12 to 7/1/13	7/2/13 to 7/1/14	7/2/14 to 7/1/15	7/2/15 to 7/31/16	Total
<b>Light Conditions</b>						
Dark - Lighted	12	25	25	25	24	<b>111</b>
Dark - Not Lighted	16	19	21	20	26	<b>102</b>
Dark - Unknown Lighting	0	0	0	3	0	<b>3</b>
Dawn	2	2	2	1	1	<b>8</b>
Daylight	74	190	189	211	279	<b>943</b>
Dusk	6	16	12	8	4	<b>46</b>
Other	0	0	0	1	0	<b>1</b>
Unknown	0	2	0	1	2	<b>5</b>
<b>Total</b>	<b>110</b>	<b>254</b>	<b>249</b>	<b>270</b>	<b>336</b>	<b>1219</b>
<b>Weather Conditions</b>						
Clear	85	181	185	199	255	<b>905</b>
Cloudy	16	53	46	49	53	<b>217</b>
Fog, Smog, Smoke	2	3	3	0	0	<b>8</b>
Other	1	0	0	0	1	<b>2</b>
Rain	6	14	15	21	26	<b>82</b>
Sleet/Hail/Freezing Rain	0	1	0	0	0	<b>1</b>
Unknown	0	2	0	1	1	<b>4</b>
<b>Total</b>	<b>110</b>	<b>254</b>	<b>249</b>	<b>270</b>	<b>336</b>	<b>1219</b>

Appendix C illustrates the crash locations along the SR A1A (from Marlin Avenue to Mickler Road), Palm Valley Road, Mickler Road and Roscoe Boulevard/Solana Road corridors for each of the five study years from 2011 through 2016.

## **2.3 Existing Traffic Volumes and LOS**

### **2.3.1 Volumes and LOS**

Existing traffic volumes on each intersection within the project study area are shown in Figure 2. Congestion currently exists on several of the major roadways within the study area including SR A1A from Marlin Avenue to Mickler Road, Palm Valley Road and Roscoe Boulevard. Intersections that experience the most delay today are:

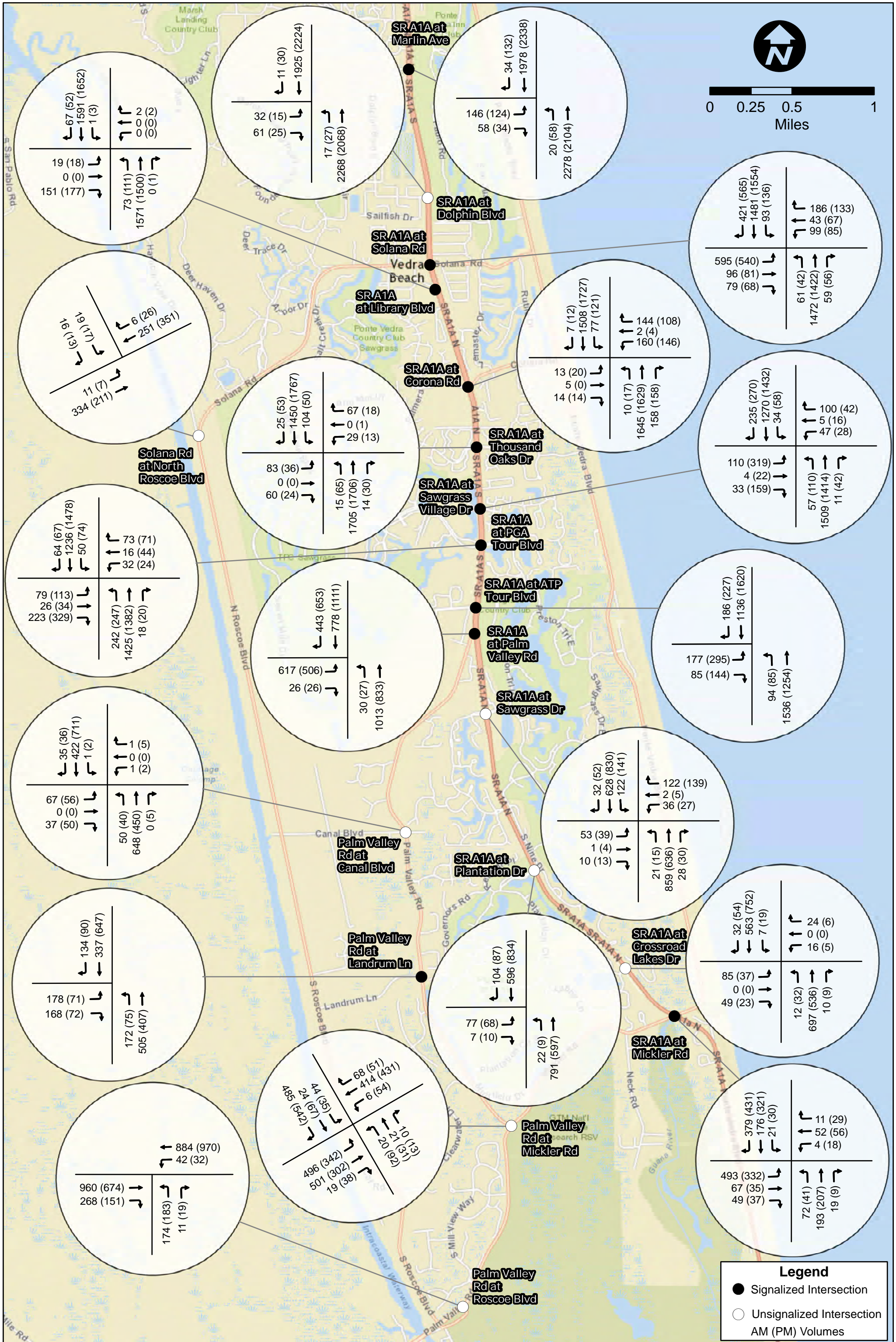
- SR A1A at Solana Road
- SR A1A at PGA Tour Boulevard/Country Club Boulevard
- SR A1A at Mickler Road
- Palm Valley Road at Mickler Road

AM and PM peak hour turning movement volumes are shown in Figure 2.

### **2.3.2 Cut-Through Volumes**

Cut-through traffic volumes were assessed along the Palm Valley Road corridor. The cut-through volume is significant during the AM and PM peak period. About 50 percent of the northbound volume utilizes Palm Valley Road and does not continue to SR A1A via Mickler Road. Similarly, about 40 percent of southbound traffic utilizes Palm Valley Road in the AM and PM peak hours rather than continuing southbound on SR A1A. This volume also includes personal vehicles and trucks making trips to residences or places of business on Palm Valley Road.







## 2.4 Intersection Volumes and Level of Service (LOS)

Intersection operations were determined using traffic counts collected December 8, 2015 and December 9, 2015, in conjunction with the existing signal timing plans for the AM (7:45-8:45) and PM (4:45-5:45) analysis periods. The existing signal timings for each analysis were obtained from the Florida Department of Transportation and St. Johns County Traffic and Transportation Department. Appendix E contains the signal timing plans.

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

Existing LOS was analyzed at the following intersections.

- SR A1A at Mickler Road
- SR A1A at Crossroad Lakes Drive/Oceans Edge Drive
- SR A1A at Plantation Drive
- SR A1A at Sawgrass Drive/Fairfield Boulevard
- SR A1A at Palm Valley Road/Old CR 210
- SR A1A at ATP Tour Boulevard
- SR A1A at PGA Tour Boulevard/Country Club Boulevard
- SR A1A at Sawgrass Village Drive/L'Atrium Circle
- SR A1A at Thousand Oaks Boulevard/Ocean Place
- SR A1A at Corona Road/Summerfield Drive
- SR A1A at Library Boulevard
- SR A1A at Solana Road
- SR A1A at Dolphin Boulevard
- SR A1A at Marlin Avenue
- Solana Road at North Roscoe Boulevard
- Palm Valley Road at Roscoe Boulevard
- Palm Valley Road at Canal Boulevard/Possum Trot Road
- Palm Valley Road at Landrum Lane
- Palm Valley Road at Mickler Road

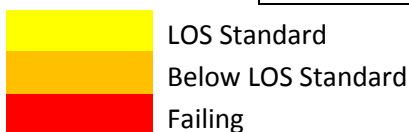
A Level of Service (LOS) grade of A or B reflect free-flow conditions. A level of service grade of LOS C or LOS D reflects some congestion and slower speeds. A level of service grade of LOS E or LOS F reflects unstable and stop-and-go conditions.

According to FDOT's LOS Standards, the desire is to maintain a level of service of LOS D or better on all state roads and a level of service of LOS E or better on local roads.

These grades reflect conditions where the additional delays caused by crashes are not considered.

TABLE 5. EXISTING LEVEL OF SERVICE AND INTERSECTION DELAY

Level of Service (LOS) and Intersection Delay (sec)		
Existing		
Intersection	AM Peak	PM Peak
SR A1A and Marlin Avenue	B	B
	19.4	17.1
SR A1A and Solana Road	D	D
	51.6	45.7
SR A1A and Library Boulevard	B	B
	16.7	11.2
SR A1A and Corona Road/ Summerfield Drive	B	B
	16.3	16.9
SR A1A and Thousand Oaks Drive/ Ocean Place	B	A
	17.3	5.8
SR A1A and Sawgrass Village Drive/ L'Atrium Circle	B	C
	19.5	33.8
SR A1A and PGA Tour Boulevard/ TPC Country Club Boulevard	C	D
	22.8	37.8
SR A1A and ATP Tour Boulevard	C	C
	20.3	24.2
SR A1A and Palm Valley Road/ Old CR 210	C	C
	21.9	20.8
SR A1A and Mickler Road	D	C
	39.6	28.7
Palm Valley Road and Mickler Road	F	F
	68.6	78.6



With the continued development of residential, commercial and retail land uses within the study area, congestion on the major roadways will worsen. Multiple intersections currently operate at a deficient LOS in the AM and PM peak hours. The LOS at the intersection of Palm Valley Road and Mickler Road is a LOS F during the morning and afternoon peak hours. At all other intersections, the LOS is a D or better.



## **3 Methodology**

### **3.1 Adopted Travel Demand Forecasting Model**

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

### **3.2 Alternatives Analyzed**

The following alternatives were modeled.

#### **3.2.1 Base Year**

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

#### **3.2.2 No Build**

This alternative showed the anticipated traffic volumes and travel patterns if no additional improvements are made. Developments considered in the model include the Player's Club Planned Unit Development near the intersection of Palm Valley Road and SR A1A.

#### **3.2.3 Build Alternative**

This scenario included the widening of SR A1A from two to four lanes from Mickler Road to ATP Tour Boulevard and four to six lanes from ATP Tour Boulevard to Marlin Avenue. This includes the 2040 Cost Feasible Plan projects. The Build modeling scenario additionally provides for the widening of Mickler Road and the east-west segment of Palm Valley Road from two to four lanes between SR A1A and the Intracoastal Waterway Bridge.

Scenarios were also modeled for the widening of the north-south segment of Palm Valley Road and for widening SR A1A from two to four lanes from Mickler Road to Corona Road and four to six lanes from Corona Road to Marlin Avenue. These scenarios were dismissed due to feasibility and operational impacts.

### **3.3 Design Traffic Volumes**

#### **3.3.1 Annual Average Daily Traffic Volumes**

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

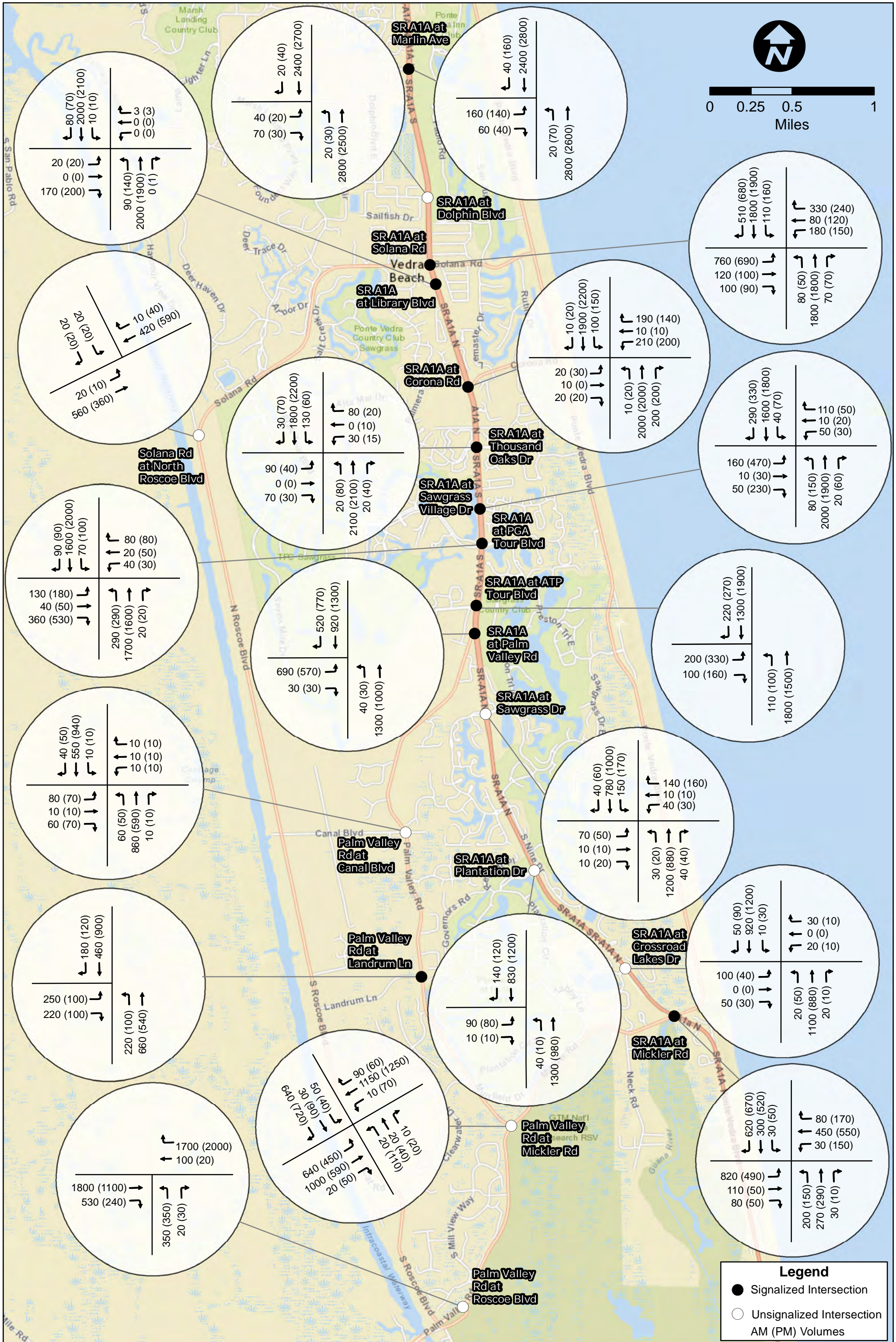
1. The growth rate between the 2010 Base Year and 2040 No Build Alternative assignments was determined.
2. Using the growth rates established in step 1, existing traffic count volumes (2015) were escalated to 2040 No Build volumes. Intersection only improvements utilized No Build volumes.
3. By following a similar procedure outlined in steps 1 and 2, the 2040 Build Alternative assignments were determined. In conducting the reasonableness check, areas with questionable results were analyzed as the maximum practical design.

## **4 No Build Alternative**

### **4.1 Intersection Peak Hour Volumes**

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







## 4.2 Intersection LOS

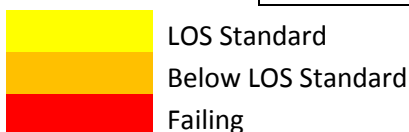
LOS analyses for the No Build Alternative during 2040 were performed using SYNCHRO/SimTraffic package (V9.0). The red and yellow timings were updated from the existing timings to reflect the current computation for yellow and red clearance interval based on ITE's Traffic Engineering Handbook standards.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

- SR A1A at Mickler Road
- SR A1A at Crossroad Lakes Drive/Oceans Edge Drive
- SR A1A at Plantation Drive
- SR A1A at Sawgrass Drive/Fairfield Boulevard
- SR A1A at Palm Valley Road/Old CR 210
- SR A1A at ATP Tour Boulevard
- SR A1A at PGA Tour Boulevard/Country Club Boulevard
- SR A1A at Sawgrass Village Drive/L'Atrium Circle
- SR A1A at Thousand Oaks Boulevard/Ocean Place
- SR A1A at Corona Road/Summerfield Drive
- SR A1A at Library Boulevard
- SR A1A at Solana Road
- SR A1A at Dolphin Boulevard
- SR A1A at Marlin Avenue
- Solana Road at North Roscoe Boulevard
- Palm Valley Road at Roscoe Boulevard
- Palm Valley Road at Canal Boulevard/Possum Trot Road
- Palm Valley Road at Landrum Lane
- Palm Valley Road at Mickler Road

No Build Intersection LOS and delays are shown for 2040 in Table 6.

**TABLE 6. 2040 NO BUILD LEVEL OF SERVICE AND DELAYS**

<b>Level of Service (LOS) and Intersection Delay (sec)</b>		
<b>2040 No Build</b>		
<b>Intersection</b>	<b>AM Peak</b>	<b>PM Peak</b>
SR A1A and Marlin Avenue	D	D
	42.4	48.3
SR A1A and Solana Road	F	F
	115.8	97.0
SR A1A and Library Boulevard	D	B
	38.6	18.5
SR A1A and Corona Road/ Summerfield Drive	D	E
	39.0	60.0
SR A1A and Thousand Oaks Drive/ Ocean Place	C	B
	20.5	17.4
SR A1A and Sawgrass Village Drive/ L'Atrium Circle	C	E
	33.4	68.7
SR A1A and PGA Tour Boulevard/ TPC Country Club Boulevard	D	F
	50.5	132.9
SR A1A and ATP Tour Boulevard	C	C
	22.8	27.4
SR A1A and Palm Valley Road/ Old CR 210	C	C
	25.0	21.8
SR A1A and Mickler Road	F	F
	307.0	322.4
Palm Valley Road and Mickler Road	F	F
	258.9	297.0



The LOS will worsen from the existing year through 2040. The intersections of Solana Road and Mickler Road at SR A1A are failing during the AM and PM peak hours by 2040. Palm Valley Road at Mickler Road is failing during the AM and PM peak period. SR A1A and PGA Tour Boulevard/Country Club Boulevard is failing during the PM peak hour.

## 5 2040 Intersection Improvements

### 5.1 Intersection Improvements

Intersection improvements are proposed to alleviate existing and future congestion in the study area. Typical improvements evaluated include geometric and safety improvements and signal modification. Intersection improvements are proposed at seven locations:

- SR A1A at Mickler Road
- SR A1A at PGA Tour Boulevard
- SR A1A at Sawgrass Village Drive
- SR A1A at Solana Road
- SR A1A at Dolphin Boulevard
- Palm Valley Road at Mickler Road
- Palm Valley Road at Roscoe Boulevard

All signal timing plans for 2040 were adjusted and optimized per the timing needs of the recommended improvements. All unsignalized intersections should be monitored over time for applicable signal warrants and roundabout screening. A potential roundabout at Palm Valley Road at Canal Boulevard may meet LOS standards by 2040; however, right-of-way would need to be acquired at Canal Boulevard for construction.

#### 5.1.1 SR A1A Improvements

##### 5.1.1.1 Mickler Road

The proposed configuration at Mickler Road at SR A1A includes improvements on the west leg. The eastbound lanes would be constructed as two left-turn lanes and one shared through/right-turn lane. Right-of-way acquisition is proposed along the north side of Mickler Road.

##### 5.1.1.2 PGA Tour Boulevard

The addition of a northbound left-turn lane is proposed at PGA Tour Boulevard. This improvement includes two receiving lanes on the west leg. It is also recommended to add an exclusive eastbound right-turn lane on the west leg to accommodate the heavy right-turns at the intersection.

##### 5.1.1.3 Sawgrass Village Drive

Improvements on the west leg of the intersection are proposed at Sawgrass Village Drive. The current lane configuration of one left-turn lane and one shared through/right-turn lane is proposed to change to two left-turn lanes, one through lane and a channelized right-turn lane.

##### 5.1.1.4 Solana Road

Improvements are proposed at Solana Road to enhance vehicular safety on the west leg of the intersection. Based on collisions on the west leg and the proximity of La Pasada Circle at Solana Rd intersection to the intersection at SR A1A, it is recommended to convert La Pasada Circle to a right-in/right-out entrance. In doing so, the eastbound left-turn storage will increase by 85-feet. Westbound vehicles on Solana Road wanting to access the shopping center adjacent to La Pasada Circle or vehicles exiting La Pasada Circle wanting to go westbound may use the two driveways west of La Pasada Circle. Vehicles may also use Library Boulevard to access La Pasada Circle.

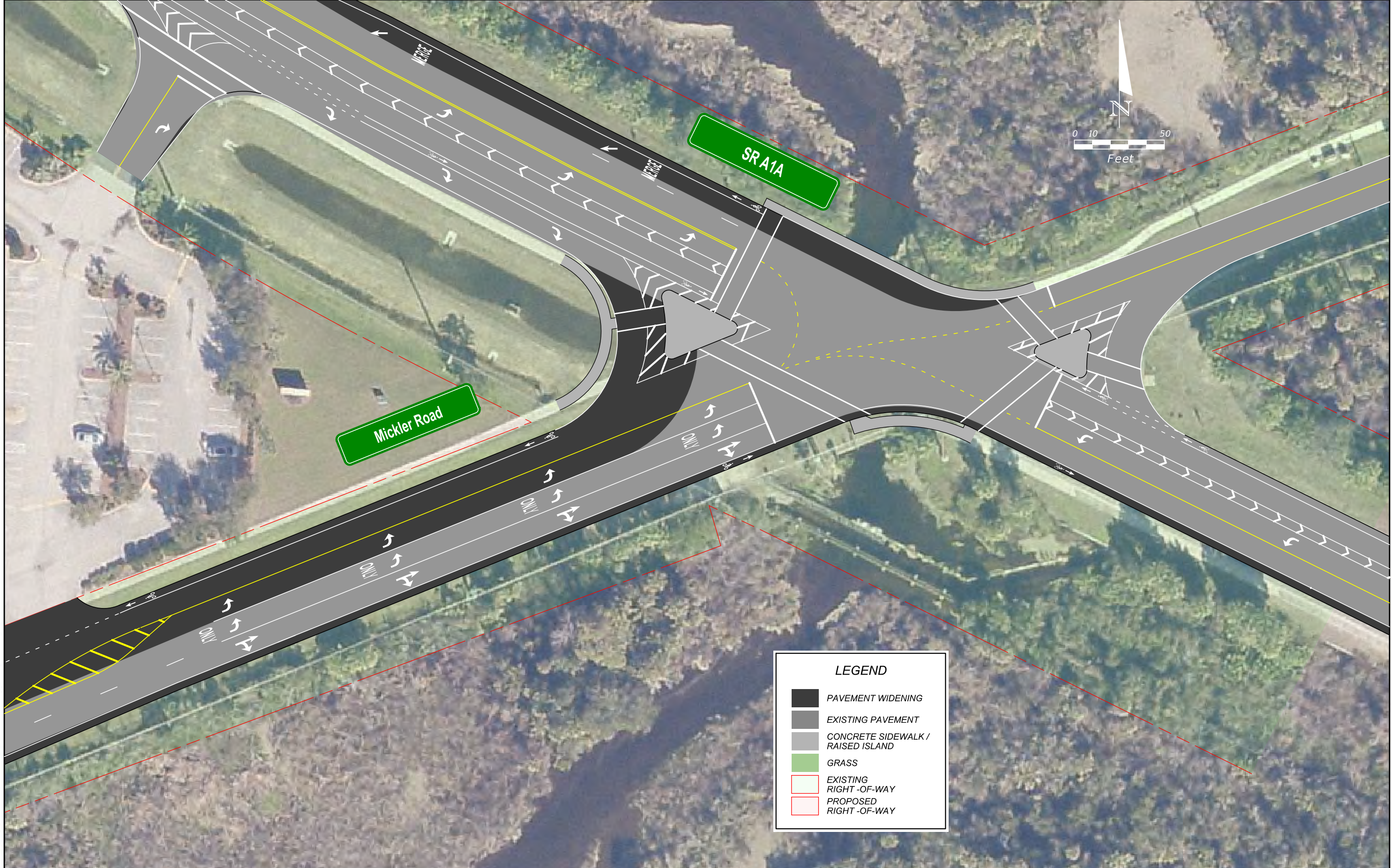


### **5.1.1.5 Dolphin Boulevard**







During the AM and PM peak hours, the heavy traffic in the southbound direction on A1A blocks the intersection at Dolphins Boulevard. “Do Not Block” signs and pavement markings are recommended at this location to prevent delays for the eastbound and northbound left-turn traffic.

Figure 4 through 8 show the improvements at the intersections on SR A1A.

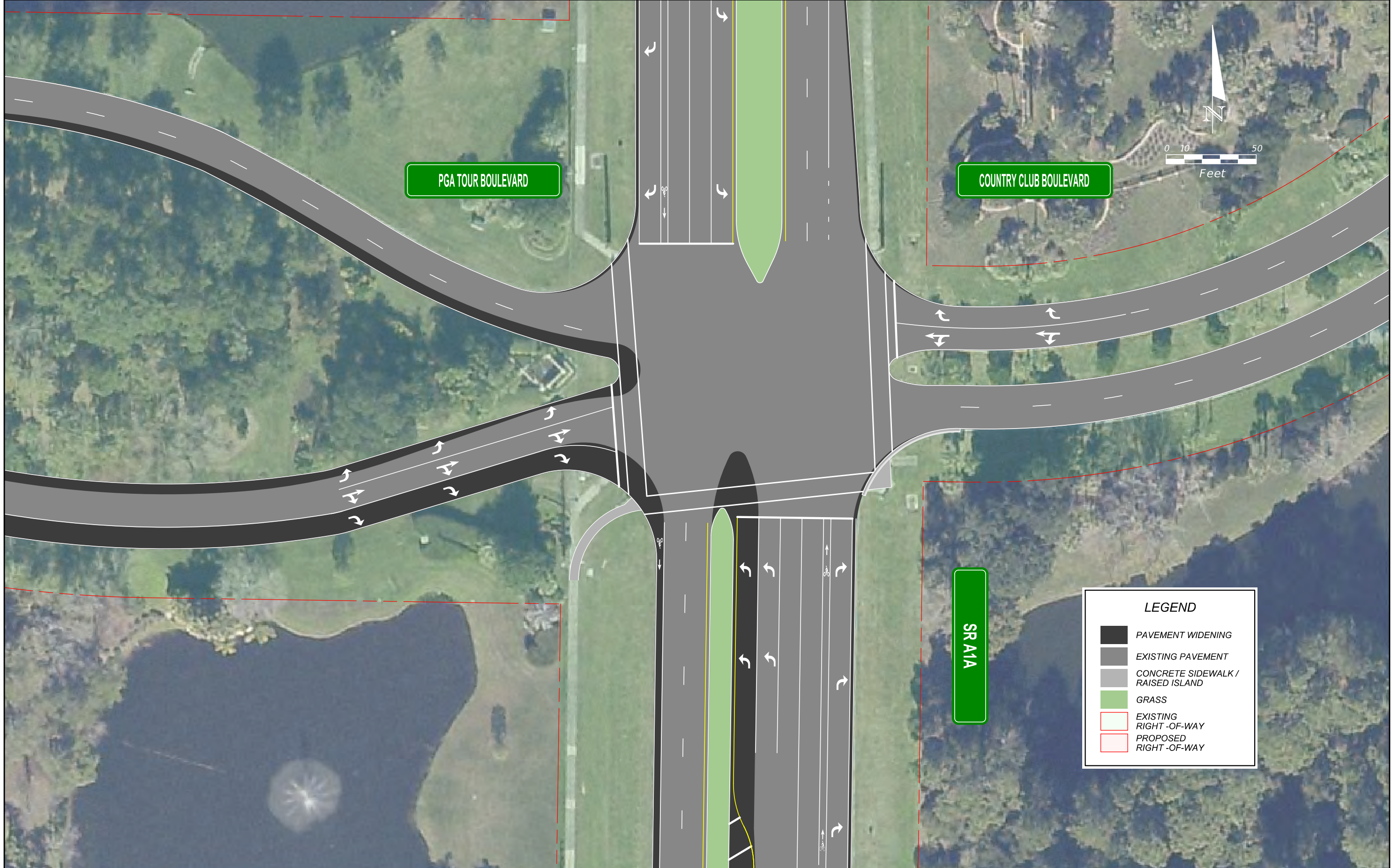




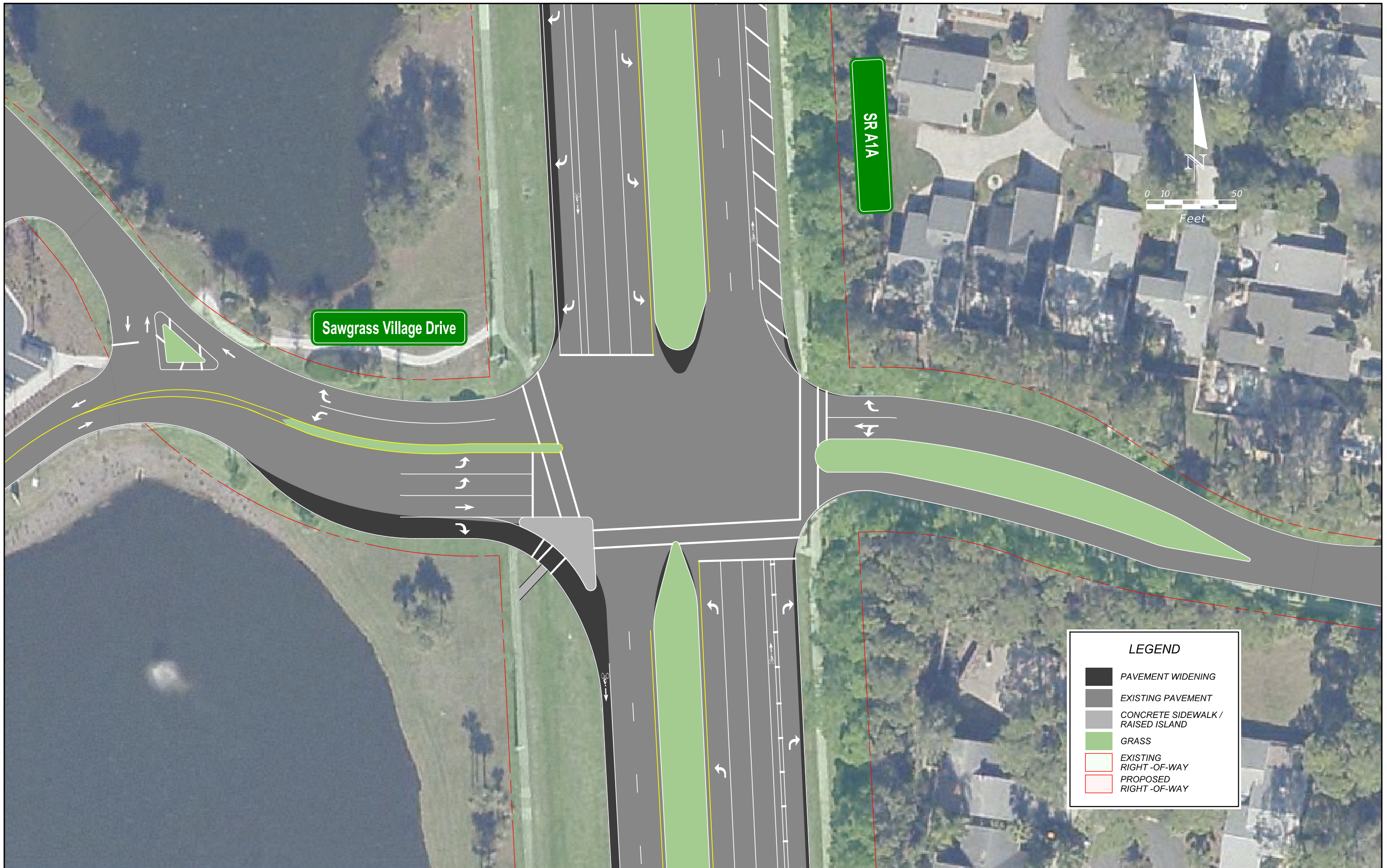
**LEGEND**







	PAVEMENT WIDENING
	EXISTING PAVEMENT
	CONCRETE SIDEWALK / RAISED ISLAND
	GRASS
	EXISTING RIGHT -OF-WAY
	PROPOSED RIGHT -OF-WAY



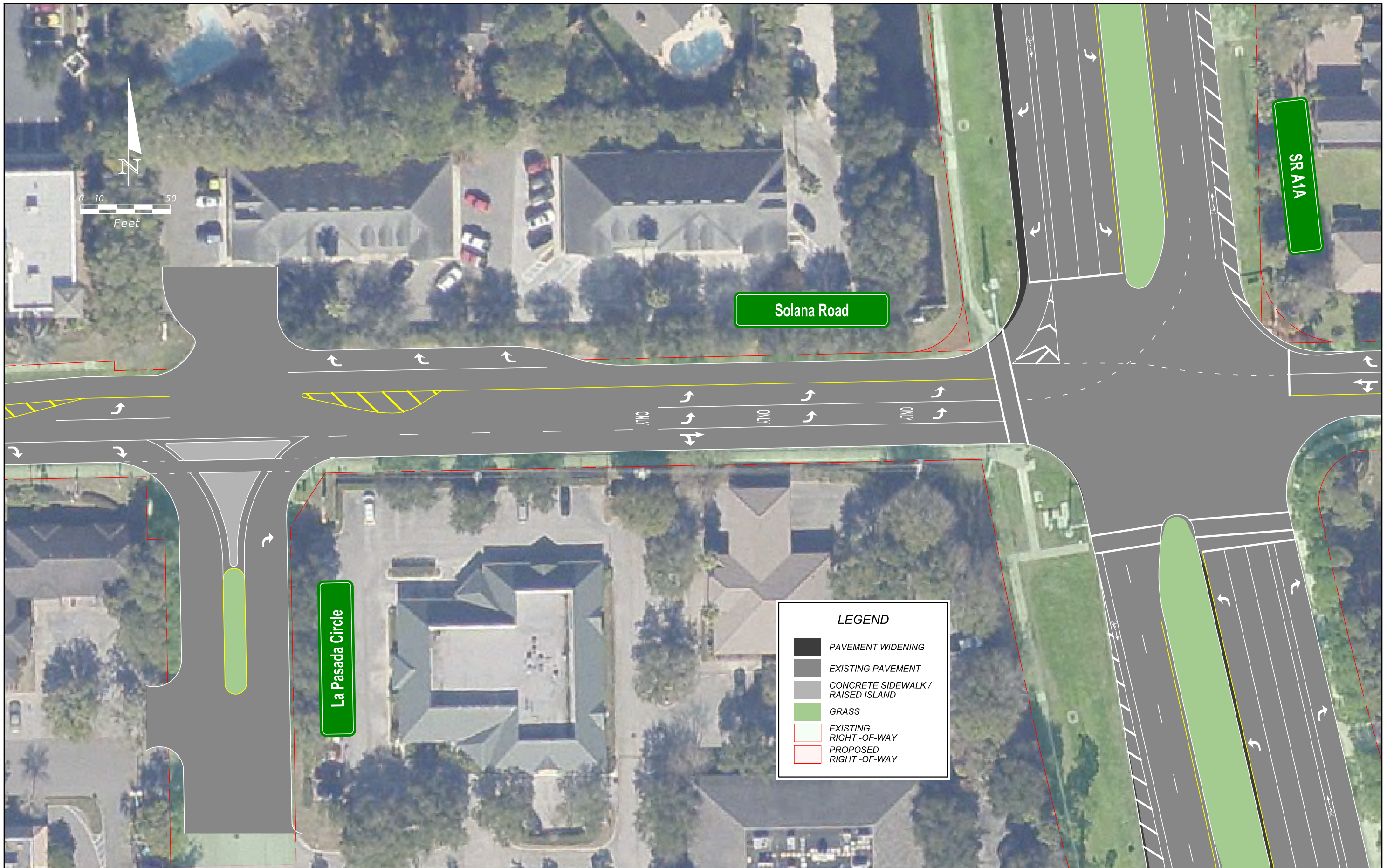






LEGEND	
	PAVEMENT WIDENING
	EXISTING PAVEMENT
	CONCRETE SIDEWALK / RAISED ISLAND
	GRASS
	EXISTING RIGHT -OF-WAY
	PROPOSED RIGHT -OF-WAY















SR A1A

BLOCK  
NOT  
DO

DO NOT  
BLOCK  
INTERSECTION

Dolphin Boulevard

LEGEND	
	PAVEMENT WIDENING
	EXISTING PAVEMENT
	CONCRETE SIDEWALK / RAISED ISLAND
	GRASS
	EXISTING RIGHT -OF-WAY
	PROPOSED RIGHT -OF-WAY



## 5.1.2 Palm Valley Road Improvements

### 5.1.2.1 Mickler Road Roundabout

To improve capacity and traffic flow, it is proposed to convert the roundabout at Mickler Road and Palm Valley Road to a four-leg, signal-controlled intersection. The proposed intersection would be configured as follows:

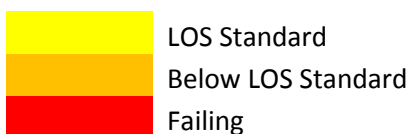
- **Eastbound Palm Valley Road:** Two left-turn lanes, one through lane and one right-turn lane
- **Westbound Mickler Road:** One left-turn lane, two through lanes and one right-turn lane
- **Southbound Palm Valley Road:** One shared through/left-turn lane and two right-turn lanes
- **Northbound Palm Valley Road (Business Entrance):** One shared through/left/right-turn lane

Right-of-way acquisition is proposed on the along the east side of Palm Valley Road.

Alternatively, modifying the existing roundabout to either a two-lane roundabout or a two-lane roundabout with right-turn slip lanes was analyzed. The two-lane roundabout fails during the AM and PM peak hours. The two-lane roundabout with right-turn slip lanes results in better operations than a standalone two-lane roundabout. However, the roundabout with right-turn slip lanes still operates below the LOS standard – as opposed to the intersection recommendation which operates above standard. The results are shown in Table 7.

**TABLE 7. 2040 INTERSECTION IMPROVEMENTS ROUNDABOUT ANALYSIS**

Level of Service (LOS) and Intersection Delay (sec)		
Palm Valley Road at Mickler Road		
Intersection	AM Peak	PM Peak
2040 No Build Roundabout (Existing Geometry)	F	F
	258.9	297.0
2040 2-Lane Roundabout	F	F
	124.9	138.8
2040 2-Lane Roundabout with Right-Turn Slip Lanes	F	E
	68.7	44.1
2040 Intersection Improvements	C	C
	22.6	25.2

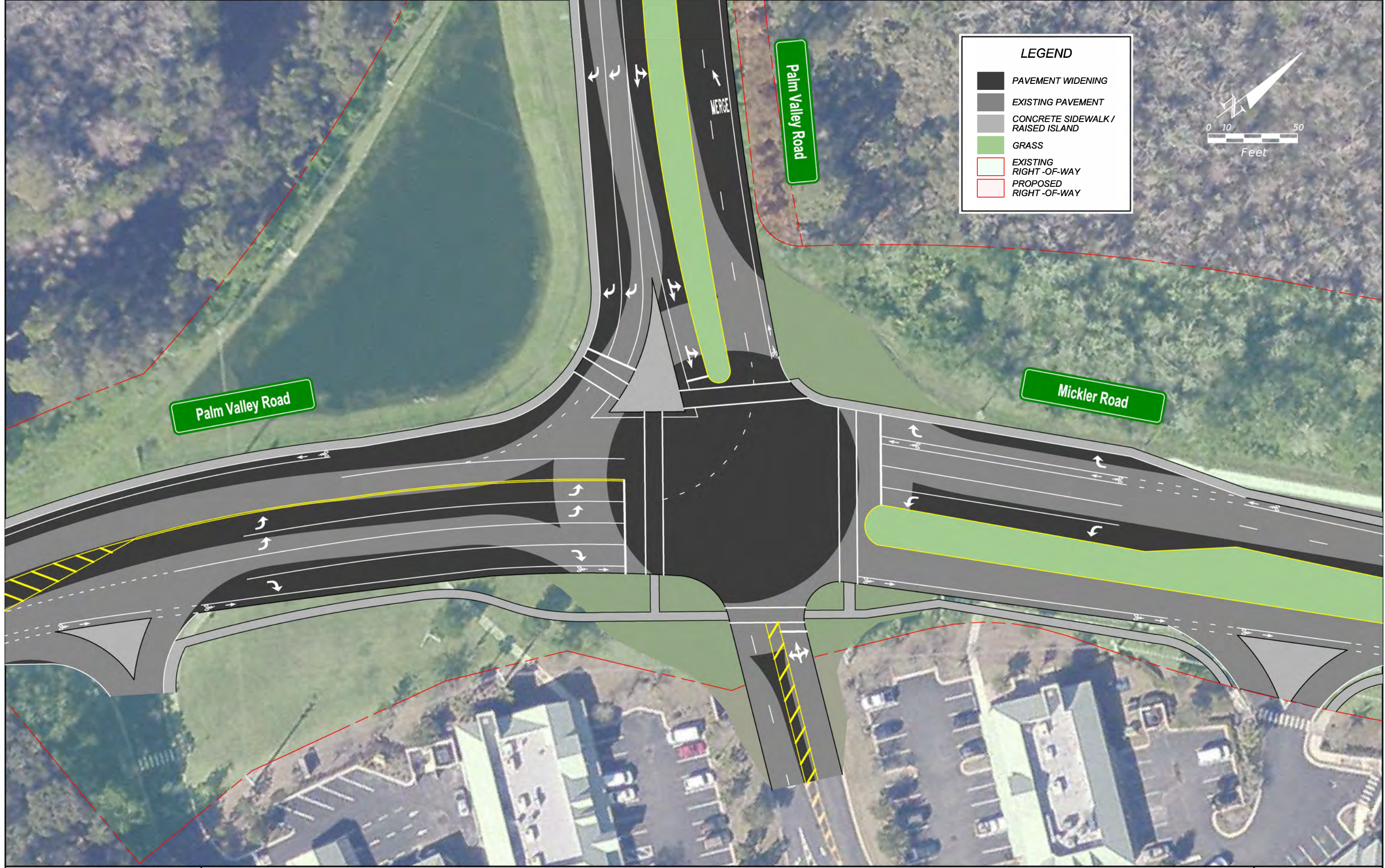


### ***5.1.2.2 Roscoe Boulevard***

The reconfiguration of Roscoe Boulevard at Palm Valley Road is recommended to enhance safety and traffic flow at the intersection. It is proposed to convert the northbound entrance from Roscoe Boulevard to right-in/right-out only. An off-ramp in the westbound direction will be constructed to allow westbound vehicles access to Roscoe Boulevard. An on-ramp on the north side of the intersection is proposed to allow vehicles to travel westbound on Palm Valley Road. The current median will be extended to the Intracoastal Waterway Bridge, and a sidewalk is proposed along the north side of Palm Valley Road. Right-of-way is proposed for construction of the north side ramps and sidewalk.

Figures 9 and 10 show the intersection improvements on Palm Valley Road.











## 5.2 Intersection LOS

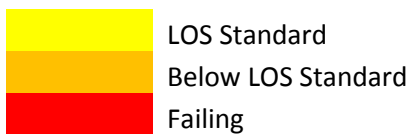
LOS analyses for the 2040 intersection improvements were performed using SYNCHRO/SimTraffic package (V9.0). The red and yellow timings were updated from the existing timings to reflect the current computation for yellow and red clearance interval based on ITE's Traffic Engineering Handbook standards. The SYNCHRO analysis reports are provided in Appendix E. The following locations were analyzed.

- SR A1A at Mickler Road
- SR A1A at Crossroad Lakes Drive/Oceans Edge Drive
- SR A1A at Plantation Drive
- SR A1A at Sawgrass Drive/Fairfield Boulevard
- SR A1A at Palm Valley Road/Old CR 210
- SR A1A at ATP Tour Boulevard
- SR A1A at PGA Tour Boulevard/Country Club Boulevard
- SR A1A at Sawgrass Village Drive/L'Atrium Circle
- SR A1A at Thousand Oaks Boulevard/Ocean Place
- SR A1A at Corona Road/Summerfield Drive
- SR A1A at Library Boulevard
- SR A1A at Solana Road
- SR A1A at Dolphin Boulevard
- SR A1A at Marlin Avenue
- Solana Road at North Roscoe Boulevard
- Palm Valley Road at Roscoe Boulevard
- Palm Valley Road at Canal Boulevard/Possum Trot Road
- Palm Valley Road at Landrum Lane
- Palm Valley Road at Mickler Road

2040 Intersection improvements LOS and delays are shown in Table 8.

**TABLE 8. 2040 INTERSECTION IMPROVEMENTS LEVEL OF SERVICE AND DELAYS**

<b>Level of Service (LOS) and Intersection Delay (sec)</b>		
<b>2040 Intersection Improvements</b>		
<b>Intersection</b>	<b>AM Peak</b>	<b>PM Peak</b>
SR A1A and Marlin Avenue	C	D
	29.9	39.3
SR A1A and Solana Road	F	F
	119.8	138.3
SR A1A and Library Boulevard	B	C
	19.7	26.1
SR A1A and Corona Road/ Summerfield Drive	D	E
	38.0	64.9
SR A1A and Thousand Oaks Drive/ Ocean Place	C	B
	20.3	14.9
SR A1A and Sawgrass Village Drive/ L'Atrium Circle	C	D
	30.2	39.4
SR A1A and PGA Tour Boulevard/ TPC Country Club Boulevard	C	D
	31.9	49.1
SR A1A and ATP Tour Boulevard	C	C
	21.1	31.5
SR A1A and Palm Valley Road/ Old CR 210	C	B
	32.7	18.6
SR A1A and Mickler Road	F	F
	122.1	144.0
Palm Valley Road and Mickler Road	C	C
	22.6	25.2



### 5.3 2040 Build Alternative

With the continued development of residential, commercial and retail land uses within the study area, congestion on the major roadways currently operating at a deficient LOS will increase. Intersection improvements alone will not be sufficient to meet the needs in the year 2040. Safety improvements and widening of roads in the study area are recommended.

Improvements to meet the long-term needs within the corridor include:

- Widening SR A1A from two to four lanes from Mickler Road to ATP Tour Boulevard
- Widening SR A1A from four to six lanes from ATP Tour Boulevard to Marlin Avenue
- Widening Mickler Road and the east-west segment of Palm Valley Road from two to four lanes
- Constructing a new ramp from Palm Valley Road to Roscoe Boulevard in advance of the Intracoastal Waterway Bridge
- Constructing new sidewalk and bicycle lanes along Palm Valley Road

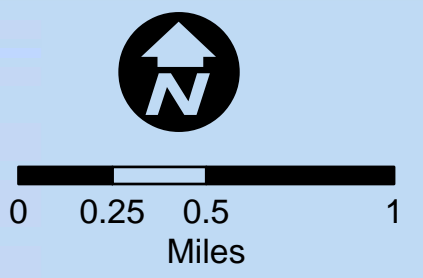
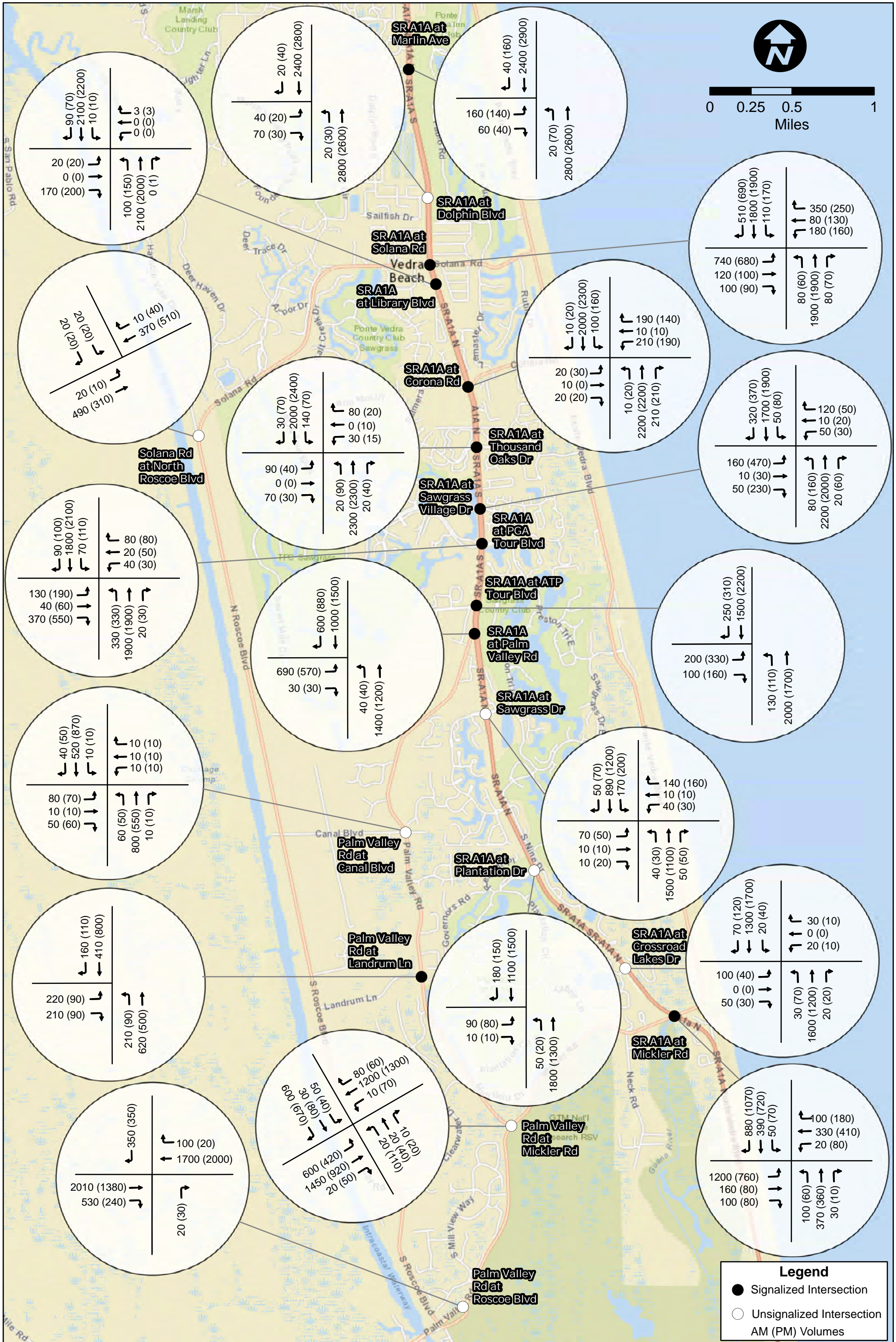
Figure 11 shows the locations with proposed widening, and the peak hour volumes are shown in Figure 12. Proposed intersection improvements with the widening are shown in Figures 13 to 19.

Right-of-way acquisition due to widening needs is proposed at the following locations:

- Palm Valley Road at Woodsdale Drive entrance
- The north side of Mickler Road, west of Cuello Court
- The east side of Palm Valley Road, south of Bay Cove Drive
- The northwest and northeast corners of the SR A1A at Solana Road intersection



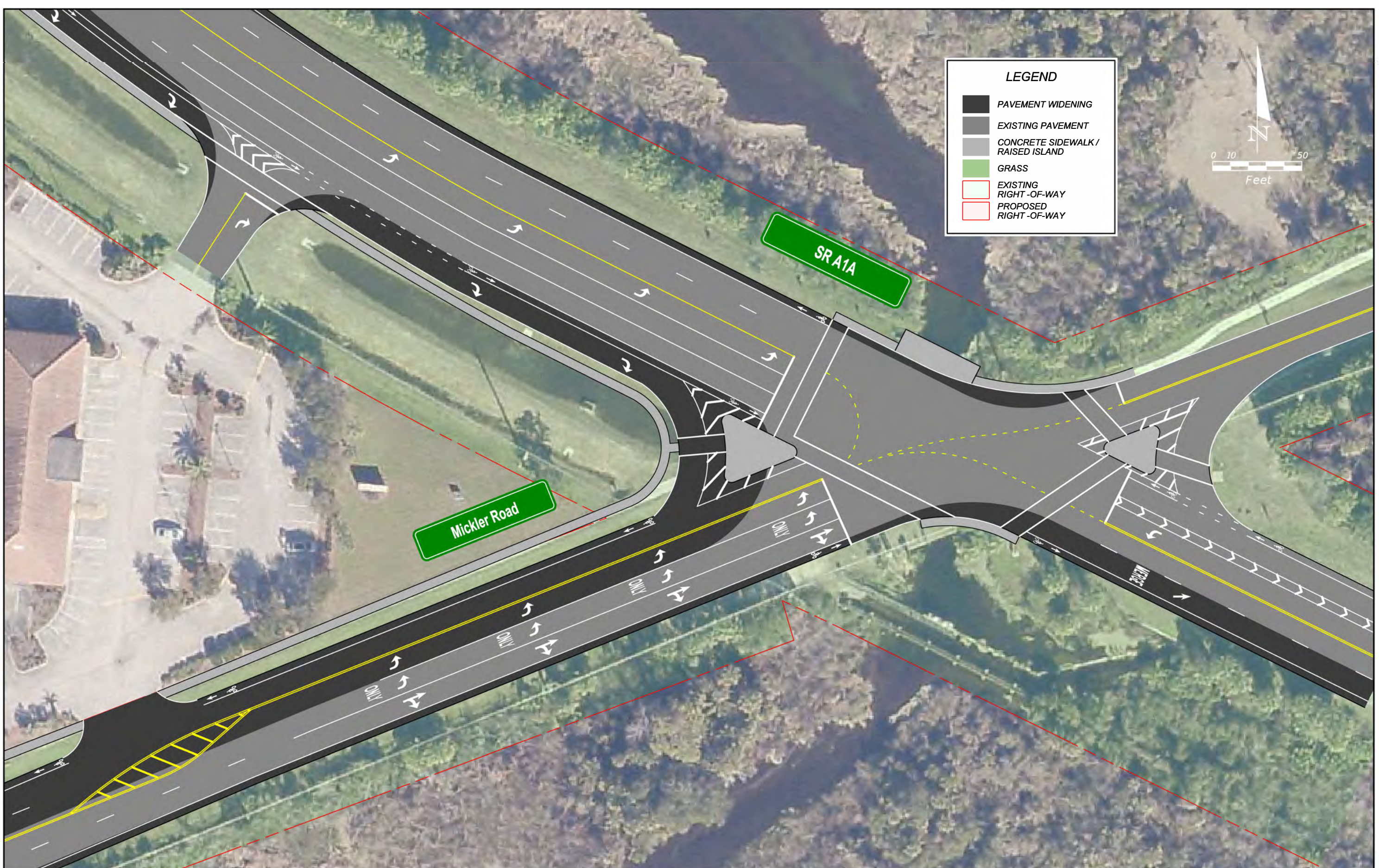




**Legend**

- Signalized Intersection
- Unsignalized Intersection
- AM (PM) Volumes





**LEGEND**

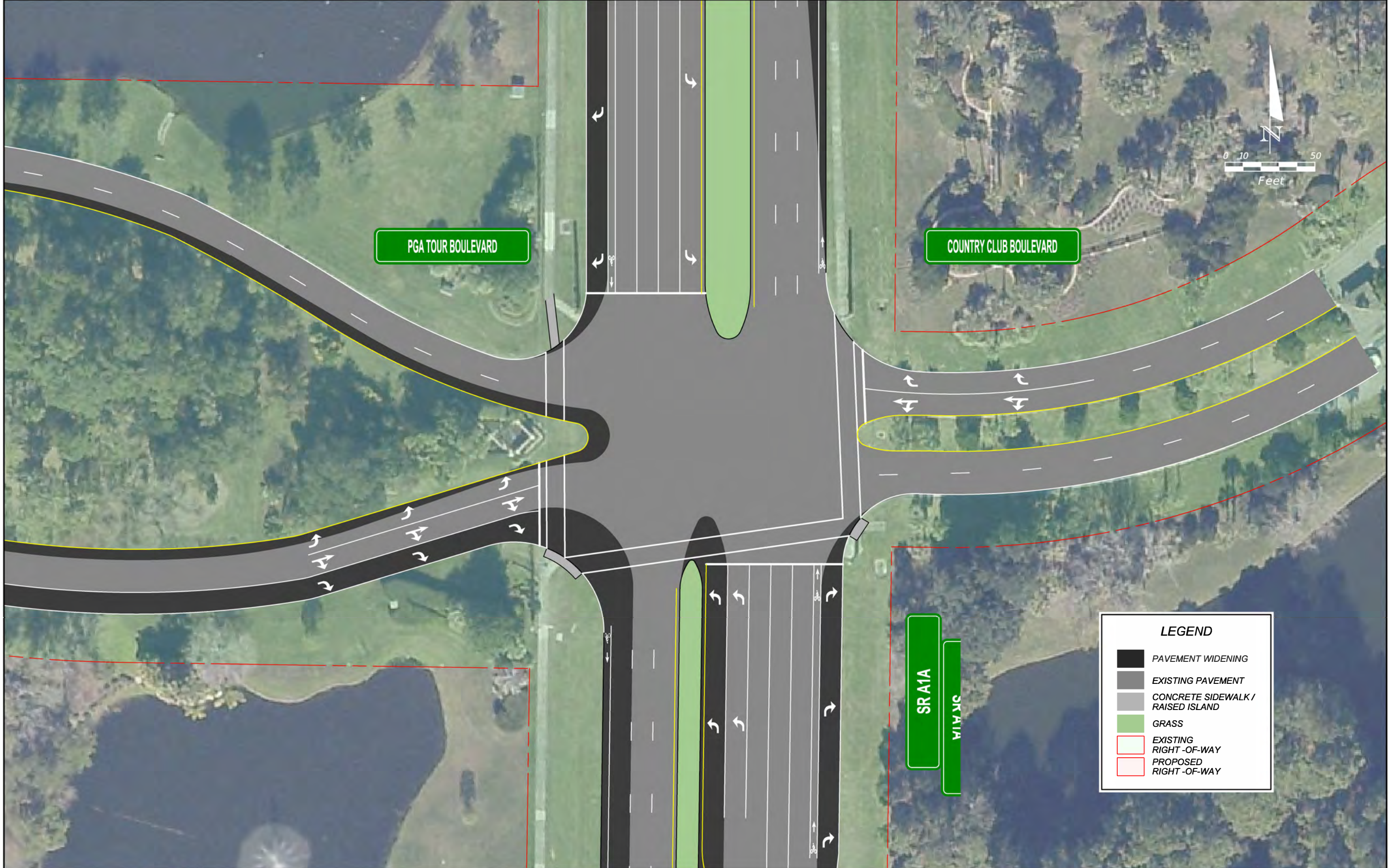
	PAVEMENT WIDENING
	EXISTING PAVEMENT
	CONCRETE SIDEWALK / RAISED ISLAND
	GRASS
	EXISTING RIGHT-OF-WAY
	PROPOSED RIGHT-OF-WAY



Mickler Road

SR A1A

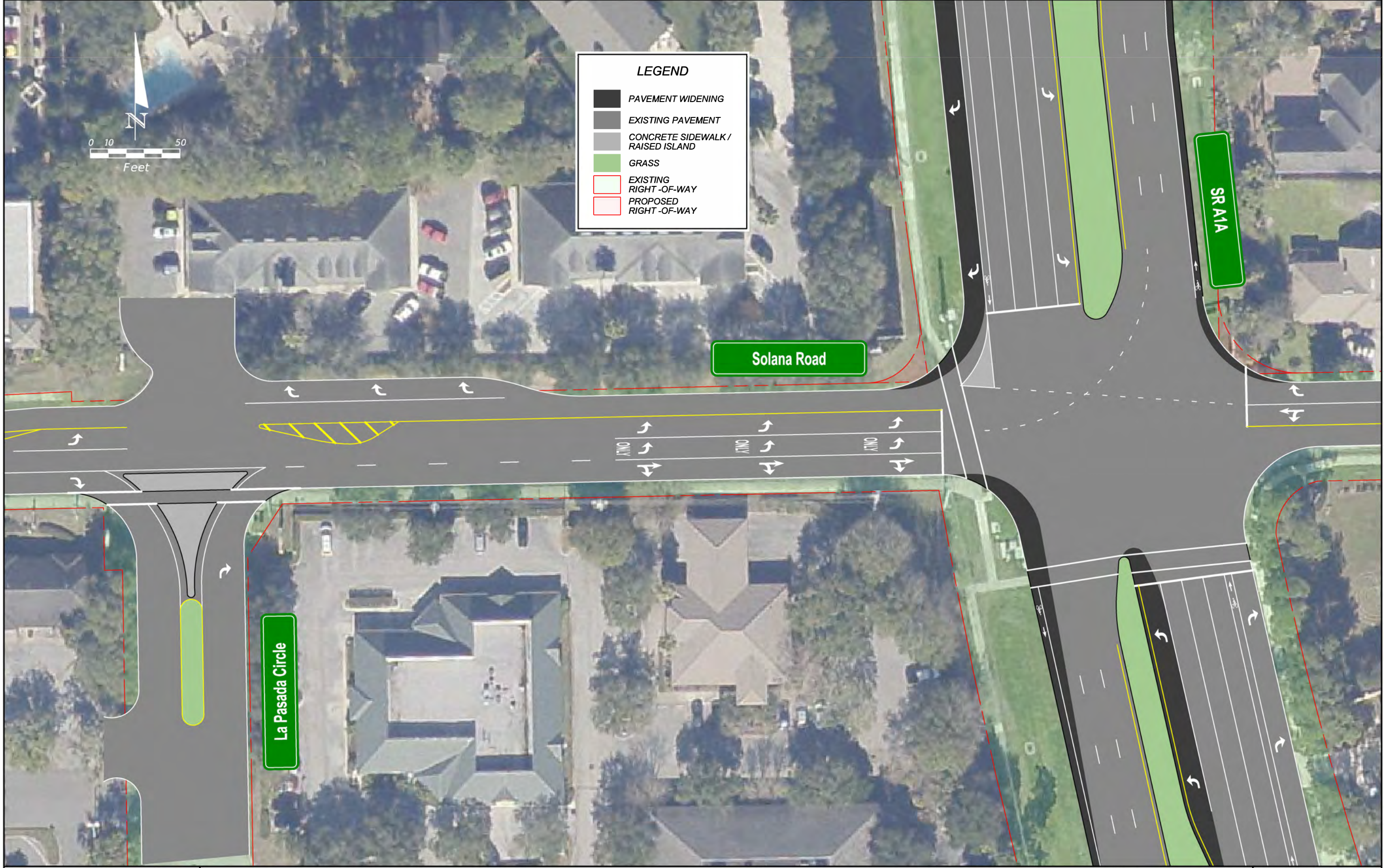






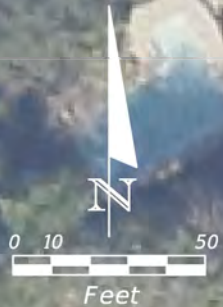






**LEGEND**

	PAVEMENT WIDENING
	EXISTING PAVEMENT
	CONCRETE SIDEWALK / RAISED ISLAND
	GRASS
	EXISTING RIGHT-OF-WAY
	PROPOSED RIGHT-OF-WAY



Solana Road

SR A1A

La Pasada Circle





SR A1A

BLOCK  
NOT  
DO

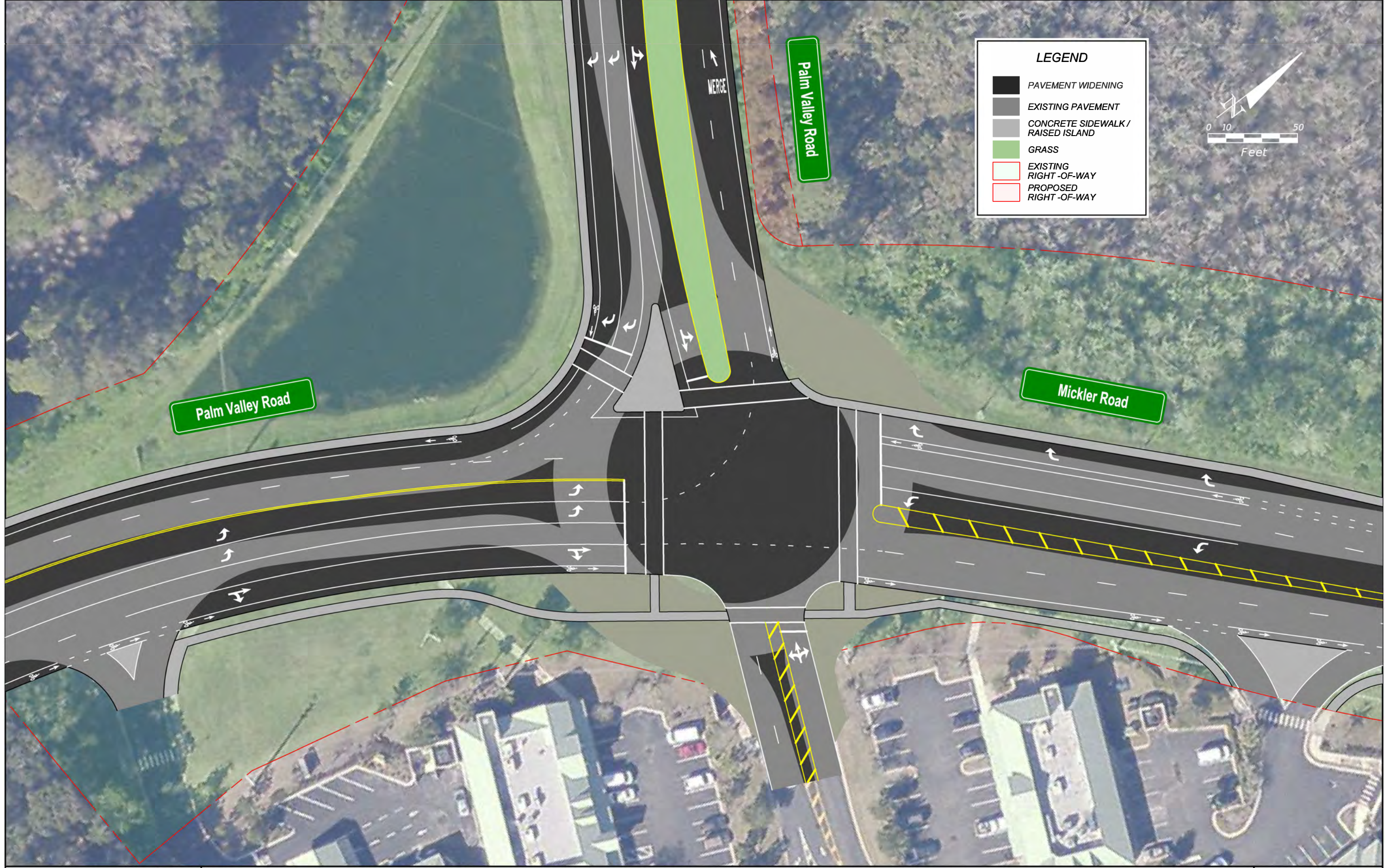
DO NOT  
BLOCK  
INTERSECTION

Dolphin Boulevard

**LEGEND**

- PAVEMENT WIDENING
- EXISTING PAVEMENT
- CONCRETE SIDEWALK / RAISED ISLAND
- GRASS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY











## 5.4 Intersection LOS

LOS analyses for the 2040 Build Alternative were performed using SYNCHRO/SimTraffic package (V9.0). The red and yellow timings were updated from the existing timings to reflect the current computation for yellow and red clearance interval based on ITE's Traffic Engineering Handbook standards. The SYNCHRO analysis reports are provided in Appendix E. Arterial analysis performed is located in Appendix F. The following locations were analyzed.

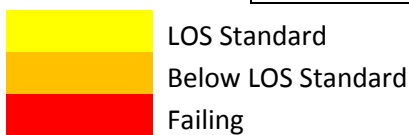
- SR A1A at Mickler Road
- SR A1A at Crossroad Lakes Drive/Oceans Edge Drive
- SR A1A at Plantation Drive
- SR A1A at Sawgrass Drive/Fairfield Boulevard
- SR A1A at Palm Valley Road/Old CR 210
- SR A1A at ATP Tour Boulevard
- SR A1A at PGA Tour Boulevard/Country Club Boulevard
- SR A1A at Sawgrass Village Drive/L'Atrium Circle
- SR A1A at Thousand Oaks Boulevard/Ocean Place
- SR A1A at Corona Road/ Summerfield Drive
- SR A1A at Library Boulevard
- SR A1A at Solana Road
- SR A1A at Dolphin Boulevard
- SR A1A at Marlin Avenue
- Solana Road at North Roscoe Boulevard
- Palm Valley Road at Roscoe Boulevard
- Palm Valley Road at Canal Boulevard/Possum Trot Road
- Palm Valley Road at Landrum Lane
- Palm Valley Road at Mickler Road

2040 Build Alternative LOS and delays are shown for 2040 in Table 9.



**TABLE 9. 2040 BUILD ALTERNATIVE LEVEL OF SERVICE AND DELAYS**

<b>Level of Service (LOS) and Intersection Delay (sec)</b>		
<b>2040 Build Alternative</b>		
<b>Intersection</b>	<b>AM Peak</b>	<b>PM Peak</b>
SR A1A and Marlin Avenue	C	D
	22.2	44.3
SR A1A and Solana Road	E	E
	64.9	66.8
SR A1A and Library Boulevard	B	B
	14.2	18.9
SR A1A and Corona Road/ Summerfield Drive	B	C
	18.8	23.0
SR A1A and Thousand Oaks Drive/ Ocean Place	C	A
	21.7	10.0
SR A1A and Sawgrass Village Drive/ L'Atrium Circle	C	C
	23.2	33.6
SR A1A and PGA Tour Boulevard/ TPC Country Club Boulevard	C	C
	25.9	30.9
SR A1A and ATP Tour Boulevard	C	C
	20.5	26.0
SR A1A and Palm Valley Road/ Old CR 210	C	B
	28.8	19.6
SR A1A and Mickler Road	F	F
	165.5	183.3
Palm Valley Road and Mickler Road	B	C
	18.5	24.9



## 6 Cost Estimate

The anticipated cost for implementing the recommended project alternatives at the following study intersections is \$3.4 million. The following table shows the total cost at each intersection.

**TABLE 10. INTERSECTION IMPROVEMENTS**

Location	Total Cost
SR A1A at Mickler Road	\$320,000
SR A1A at PGA Tour Boulevard	\$320,000
SR A1A at Sawgrass Village Drive	\$160,000
SR A1A at Solana Road	\$50,000
SR A1A at Dolphin Boulevard	\$50,000
Palm Valley Road at Roscoe Boulevard	\$ 1 million
Mickler Road at Palm Valley Road	\$ 1.5 million
<b>GRAND TOTAL</b>	<b>\$3.4 million</b>

These intersection improvements could be implemented individually or in combination to improve traffic flow in the area. However, the intersection improvements will not be sufficient to meet the needs in the year 2040. The alternatives to address the ultimate needs for the corridor are included in the following table.

**TABLE 11. LONG TERM IMPROVEMENTS**

Location	Total Cost
Mickler Road to ATP Tour Boulevard	\$6.4 million
ATP Tour Boulevard to Marlin Avenue	\$8.2 million
Marlin Avenue to JTB	\$18 million
<b>GRAND TOTAL</b>	<b>\$32.6 million</b>

The total construction costs of the widening improvements are anticipated to be \$32.6 million.

Right-of-way acquisition due to widening is proposed at the following locations; however, the cost of these impacts are not estimated.

- Palm Valley Road at Woodsdale Drive entrance
- The north side of Mickler Road, west of Cuello Court
- The east side of Palm Valley Road, south of Bay Cove Drive
- The northwest and northeast corners of the SR A1A at Solana Road intersection

The **total** construction costs of for the intersection improvements and the long-term improvements are anticipated to be \$36 million.

Cost estimate details are shown Appendix G.

## 7 Conclusion

Current and future traffic concerns in the Ponte Vedra area prompted this traffic study. Continued traffic growth is anticipated within this study area over the year 2040 design period for the project.

Intersection improvements to alleviate existing and future traffic congestion are recommended at the following locations:

- **SR A1A at Mickler Road**
  - The proposed configuration at Mickler Road at SR A1A includes improvements on the west leg. The eastbound lanes would be constructed as two left-turn lanes and one shared through/right-turn lane. Right-of-way acquisition is proposed along the north side of Mickler Road.
- **SR A1A at PGA Tour Boulevard**
  - The addition of a northbound left-turn lane is proposed at PGA Tour Boulevard. This improvement includes two receiving lanes on the west leg. Also recommended is the addition of an exclusive eastbound right-turn lane on the west leg to accommodate the heavy right-turns at the intersection.
- **SR A1A at Sawgrass Village/L'Atrium Drive**
  - Improvements on the west leg of the intersection are proposed at Sawgrass Village Drive. The current lane configuration of one left-turn lane and one shared through/right-turn lane is proposed to change to two left-turn lanes, one through lane and a channelized right-turn lane.
- **SR A1A at Solana Road**
  - Improvements are proposed at Solana Road to enhance vehicular safety on the west leg of the intersection. Based on collisions on the west leg and the proximity of La Pasada Circle at Solana Road intersection to the intersection at SR A1A, it is recommended to convert La Pasada Circle to a right-in/right-out entrance. In doing so, the eastbound left-turn storage will increase by 85-feet. Westbound vehicles on Solana Road wanting to access the shopping center adjacent to La Pasada Circle or vehicles exiting La Pasada Circle wanting to go westbound may use the two driveways west of La Pasada Circle. Vehicles may also use Library Boulevard to access La Pasada Circle.
- **SR A1A at Dolphin Boulevard**
  - During the AM and PM peak hours, the heavy traffic in the southbound direction on A1A blocks the intersection at Dolphins Boulevard. "Do Not Block" signs and pavement markings are recommended at this location to prevent delays for the eastbound and northbound left-turn traffic.
- **Palm Valley Road at Mickler Road**
  - To improve capacity and traffic flow, it is recommended to convert the roundabout at Mickler Road at Palm Valley Road to a four-leg, signal-controlled intersection. Right-of-way acquisition is proposed on the along the east side of Palm Valley Road.
- **Palm Valley Road at Roscoe Boulevard**
  - The reconfiguration of Roscoe Boulevard at Palm Valley Road would enhance safety and traffic flow at the intersection. It is proposed to convert the northbound entrance from Roscoe Boulevard to right-in/right-out only. An off-ramp in the westbound direction will be constructed to allow westbound vehicles access to Roscoe Boulevard. An on-ramp on the north side of the

intersection is proposed to allow vehicles to travel westbound on Palm Valley Road. The current median will be extended to the Intracoastal Waterway bridge. Right-of-way acquisition is required for construction of the north side ramps and sidewalks.

These intersection improvements could be constructed individually or in combination to improve traffic flow in the area. The total construction costs of these standalone intersection improvements are estimated to be \$3.4 million.

These improvements will not be sufficient to meet the needs in the year 2040. The alternatives to address the ultimate needs for the corridor include:

- Widening SR A1A from two to four lanes from Mickler Road to ATP Tour Boulevard
- Widening SR A1A from four to six lanes from ATP Tour Boulevard to J. Turner Butler Boulevard
- Widening Mickler Road and the east-west segment of Palm Valley Road from two to four lanes
- Constructing a new ramp from Palm Valley Road to Roscoe Boulevard in advance of the Intracoastal Waterway Bridge and
- Constructing new sidewalk and bicycle lanes along Palm Valley Road

Right-of-way acquisition due to widening is proposed at the following locations; however, the cost of these impacts are not estimated.

- Palm Valley Road at Woodsdale Drive entrance
- The north side of Mickler Road, west of Cuello Court
- The east side of Palm Valley Road, south of Bay Cove Drive
- The northwest and northeast corners of the SR A1A at Solana Road intersection

The total construction costs of the widening improvements are anticipated to be \$32.6 million.

The public hearing for this study was conducted on April 25<sup>th</sup>, 2017, with 540 people recorded in attendance. An open house began at 4:30 PM for the public to review the project exhibits, ask the project team questions and make formal comments to a court reporter. The hearing presentation began at 6:30 PM and included a public comment session. The public had the opportunity to review the draft report and submit additional comments online at [www.northfloridatpo.com](http://www.northfloridatpo.com). Comments were also received by postal mail.

Two hundred fifty-two individuals submitted comments for the study. The number of comments recorded is 424.

Based on the public's feedback, additional analysis was performed on unsignalized intersections. Should this study progress into the design phase, it is recommended to collect additional data for performance of signal warrant analysis at the unsignalized intersections. Additional results for the roundabout at Palm Valley Road at Mickler Road are provided in this report. For traffic calming, single-lane roundabouts may be considered along Palm Valley Road. Additional right-of-way acquisition would be needed.

A select link analysis was performed on the NERPM A-B model 2010 model for the Intracoastal Waterway bridge. This analysis estimates the percentage of vehicles making trips on the Intracoastal Waterway bridge to and from Nocatee zones. The link analysis does not determine what percentage of Nocatee residents travel

through Ponte Vedra Beach and what percentage travel towards US-1 and I-95 – only the percentage of bridge traffic. Data collection and vehicle counts are needed to verify the model analysis. The 2010 verified NERPM A-B model select link analysis shows that approximately 25 percent of the trips utilizing the Intracoastal Waterway bridge are to and from Nocatee. Of these trips, most are originating from and going to the Nocatee zone that contains Ponte Vedra High School (approximately 64 percent of Nocatee trips utilizing the Intracoastal Waterway bridge). Detailed route analysis would need to be conducted to further determine current traffic patterns in the area surrounding the study area.

Should the study progress towards construction, more detailed engineering design is necessary to refine the concept designs and provide additional detailed estimates of costs. If the widening of SR A1A is considered, a project development and environment study is needed to evaluate the potential environmental effects in greater detail. This step is not necessary for the intersection improvements proposed without the widening. Final design can begin after the project development and environment study is completed. The design will determine if additional rights-of-way are needed to construct the project. The acquisition of that right-of-way, if needed, must be completed before construction can begin.

No funding for future design, environmental, right of way or construction phases are planned now. The completion of this study does not imply any commitment to fund future phases of this project. The community and elected officials will need to determine the community's needs and priorities to move any concept design forward and being to seek funding from the appropriate partners.

**APPENDIX A: 72 HOUR VOLUME COUNTS**

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/23/2016

Station #: Site 1A  
 Site ID: 000000003552  
 Location: N. Roscoe NB  
 Direction: NORTH  
 Lane: 1

File: D0823002.prn  
 City: 16-221 AW Max  
 County: 30.21177, -81.40889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
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06:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
06:15	0	7	3	0	1	1	0	0	0	0	0	0	0	0	0	12
06:30	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
06:45	0	10	6	1	0	0	0	0	0	0	0	0	0	0	0	17
07:00	0	22	8	2	0	0	0	0	0	0	0	0	0	0	0	32
Hour Total	0	47	20	3	1	1	0	0	0	0	0	0	0	0	0	72
07:15	0	21	14	0	0	0	0	1	0	0	0	0	0	0	0	36
07:30	0	38	13	0	0	1	0	0	0	0	0	0	0	0	0	52
07:45	0	56	24	0	1	1	0	0	0	0	0	0	0	0	0	82
08:00	0	61	24	3	2	2	0	0	0	0	0	0	0	0	0	92
Hour Total	0	176	75	3	3	4	0	1	0	0	0	0	0	0	0	262
08:15	0	56	34	0	2	0	0	1	0	0	0	0	0	0	0	93
08:30	0	65	17	1	2	0	0	0	0	0	0	0	0	0	0	85
08:45	0	59	17	1	1	0	0	1	0	0	0	0	0	0	0	79
09:00	0	44	21	0	1	0	0	0	0	0	0	1	0	0	0	67



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/23/2016

Station #: Site 1A  
 Site ID: 000000003552  
 Location: N. Roscoe NB  
 Direction: NORTH  
 Lane: 1

File: D0823002.prn  
 City: 16-221 AW Max  
 County: 30.21177, -81.40889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	224	89	2	6	0	0	2	0	0	0	1	0	0	0	324
09:15	0	33	18	0	0	0	0	0	0	0	0	0	0	0	0	51
09:30	1	38	16	0	1	0	0	1	0	0	1	0	0	0	0	58
09:45	0	37	13	0	0	0	0	0	0	0	0	0	0	0	0	50
10:00	0	27	10	0	3	1	0	0	0	0	0	0	0	0	0	41
Hour Total	1	135	57	0	4	1	0	1	0	0	1	0	0	0	0	200
10:15	0	26	15	0	2	0	0	0	0	0	0	0	0	0	0	43
10:30	0	29	15	0	0	0	0	0	0	0	0	0	0	0	0	44
10:45	0	23	14	0	0	1	0	0	0	0	0	0	0	0	0	38
11:00	0	31	19	0	1	1	0	1	0	0	0	0	0	0	0	53
Hour Total	0	109	63	0	3	2	0	1	0	0	0	0	0	0	0	178
11:15	0	29	9	0	0	0	0	0	0	0	0	0	0	0	0	38
11:30	0	27	10	0	0	0	0	0	0	0	0	0	0	0	0	37
11:45	0	34	11	0	2	1	0	0	0	0	0	0	0	0	0	48
12:00	0	31	17	0	0	0	0	0	0	0	0	0	0	0	0	48
Hour Total	0	121	47	0	2	1	0	0	0	0	0	0	0	0	0	171
12:15	0	17	20	0	1	0	0	1	0	0	0	0	0	0	0	39
12:30	0	27	10	0	1	0	0	0	0	0	0	0	0	0	0	38
12:45	1	26	12	0	2	0	0	0	0	0	0	0	0	0	0	41
13:00	1	26	14	0	1	1	0	0	0	0	0	0	0	0	0	43
Hour Total	2	96	56	0	5	1	0	1	0	0	0	0	0	0	0	161
13:15	0	32	10	0	0	1	0	0	0	0	0	0	0	0	0	43
13:30	1	35	12	0	1	1	0	0	0	0	0	0	0	0	0	50
13:45	0	41	14	0	1	0	0	0	0	0	0	0	0	0	0	56
14:00	0	29	17	0	0	1	0	1	0	0	0	0	0	0	0	48
Hour Total	1	137	53	0	2	3	0	1	0	0	0	0	0	0	0	197
14:15	1	49	7	0	0	0	0	0	0	0	0	0	0	0	0	57
14:30	1	46	17	5	2	1	0	0	0	0	0	0	0	0	0	72
14:45	0	32	12	0	1	1	0	0	0	0	0	0	0	0	0	46
15:00	0	28	8	0	0	1	0	0	0	0	0	0	0	0	0	37
Hour Total	2	155	44	5	3	3	0	0	0	0	0	0	0	0	0	212
15:15	0	42	7	0	0	0	0	0	0	0	0	0	0	0	0	49
15:30	0	51	10	1	0	1	0	0	0	0	0	0	0	0	0	63
15:45	0	50	15	0	0	0	0	0	0	0	0	0	0	0	0	65
16:00	0	36	16	0	1	0	0	0	0	0	0	0	0	0	0	53
Hour Total	0	179	48	1	1	1	0	0	0	0	0	0	0	0	0	230
16:15	2	63	12	2	0	0	0	1	0	0	0	0	1	0	0	81
16:30	1	55	19	2	1	0	0	0	0	0	0	0	0	0	0	78
16:45	0	53	9	0	0	0	0	0	0	0	0	0	0	0	0	62
17:00	0	41	9	1	2	0	0	1	0	0	0	0	0	0	0	54
Hour Total	3	212	49	5	3	0	0	2	0	0	0	0	1	0	0	275

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/23/2016

Station #: Site 1A  
 Site ID: 000000003552  
 Location: N. Roscoe NB  
 Direction: NORTH  
 Lane: 1

File: D0823002.prn  
 City: 16-221 AW Max  
 County: 30.21177, -81.40889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	28	16	0	0	0	0	0	0	0	0	0	0	0	0	44
17:30	2	47	17	0	0	0	0	0	0	0	0	0	0	0	0	66
17:45	0	43	15	0	2	0	0	0	0	0	0	0	0	0	0	60
18:00	0	35	12	0	0	0	0	0	0	0	0	0	0	0	0	47
Hour Total	2	153	60	0	2	0	0	0	0	0	0	0	0	0	0	217
18:15	0	42	15	0	0	0	0	0	0	0	0	0	0	0	0	57
18:30	0	32	5	0	0	0	0	0	0	0	0	0	0	0	0	37
18:45	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	30
19:00	1	36	13	0	0	0	0	0	0	0	0	0	0	0	0	50
Hour Total	1	137	36	0	0	0	0	0	0	0	0	0	0	0	0	174
19:15	0	34	12	0	0	0	0	0	0	0	0	0	0	0	0	46
19:30	1	29	7	0	0	0	0	0	0	0	0	0	0	0	0	37
19:45	0	40	8	0	0	0	0	1	0	0	0	0	0	0	0	49
20:00	1	31	3	0	0	0	0	0	0	0	0	0	0	0	0	35
Hour Total	2	134	30	0	0	0	0	1	0	0	0	0	0	0	0	167
20:15	0	42	8	0	0	0	0	0	0	0	0	0	0	0	0	50
20:30	0	68	10	0	0	0	0	0	0	0	0	0	0	0	0	78
20:45	0	30	6	0	1	0	0	0	0	0	0	0	0	0	0	37
21:00	0	20	7	0	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	0	160	31	0	1	0	0	0	0	0	0	0	0	0	0	192
21:15	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
21:30	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
21:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	54	4	0	0	0	0	0	0	0	0	0	0	0	0	58
22:15	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
22:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
22:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	29	5	0	0	0	0	0	0	0	0	0	0	0	0	34
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	10	0	0	1	0	0	0	0	0	0	0	0	0	0	11
24:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	17	1	0	1	0	0	0	0	0	0	0	0	0	0	19
DAY TOTAL	15	2294	775	19	37	17	0	10	0	0	1	1	1	0	0	3170
PERCENTS	0.5%	72.4%	24.5%	0.6%	1.2%	0.5%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		97.2%														
Trucks & Buses											2.7%					
AM Times		08:00	07:45	08:00	07:45	07:15		08:00			08:45	08:15				07:45
AM Peaks	1	241	99	5	7	4		2			1	1				352
PM Times	12:45	16:15	15:45	13:45	12:15	12:45		16:15				15:30				15:45
PM Peaks	3	212	62	5	5	3		2				1				277

Station #: Site 1A  
 Site ID: 000000003552  
 Location: N. Roscoe NB  
 Direction: NORTH  
 Lane: 1

File: D0823002.prn  
 City: 16-221 AW Max  
 County: 30.21177, -81.40889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
06:15	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	11
06:30	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11
06:45	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0	16
07:00	0	19	9	2	0	1	0	0	0	0	0	0	0	0	0	31
Hour Total	0	45	19	2	2	1	0	0	0	0	0	0	0	0	0	69
07:15	0	32	11	0	1	3	0	0	0	0	0	0	0	0	0	47
07:30	0	33	14	0	0	0	0	1	1	0	0	0	0	0	0	49
07:45	0	67	21	1	2	1	0	0	0	0	0	0	0	0	0	92
08:00	0	51	20	1	1	0	0	0	0	0	0	0	0	0	0	73
Hour Total	0	183	66	2	4	4	0	1	1	0	0	0	0	0	0	261
08:15	0	58	28	0	1	0	0	0	0	0	0	0	0	0	0	87
08:30	0	64	25	1	0	0	0	0	0	0	0	0	0	0	0	90
08:45	0	51	14	2	2	0	0	0	0	0	0	1	0	0	0	70
09:00	0	51	11	0	0	1	0	0	0	0	0	0	0	0	0	63

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/24/2016

Station #: Site 1A  
 Site ID: 000000003552  
 Location: N. Roscoe NB  
 Direction: NORTH  
 Lane: 1

File: D0823002.prn  
 City: 16-221 AW Max  
 County: 30.21177, -81.40889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	224	78	3	3	1	0	0	0	0	0	1	0	0	0	310
09:15	0	42	15	0	1	1	0	0	0	0	0	0	0	0	0	59
09:30	0	34	9	0	2	1	0	0	0	0	0	0	0	0	0	46
09:45	0	37	19	0	1	0	0	0	0	0	0	0	0	0	0	57
10:00	0	30	14	0	3	0	0	0	0	0	0	0	0	0	0	47
Hour Total	0	143	57	0	7	2	0	0	0	0	0	0	0	0	0	209
10:15	1	31	10	0	0	1	0	1	0	0	0	0	0	0	0	44
10:30	0	18	9	0	0	0	0	0	0	0	0	0	0	0	0	27
10:45	0	28	8	0	0	2	0	0	0	0	0	0	0	0	0	38
11:00	1	36	14	0	0	1	0	1	0	0	0	0	0	0	0	53
Hour Total	2	113	41	0	0	4	0	2	0	0	0	0	0	0	0	162
11:15	0	27	11	0	0	0	0	0	0	0	0	0	0	0	0	38
11:30	0	20	12	0	0	2	0	0	0	0	0	0	0	0	0	34
11:45	0	26	20	0	0	0	0	0	0	0	0	0	0	0	0	46
12:00	0	26	11	0	2	0	0	0	1	0	0	0	0	0	0	40
Hour Total	0	99	54	0	2	2	0	0	1	0	0	0	0	0	0	158
12:15	0	34	19	0	1	0	0	1	1	0	0	0	0	0	0	56
12:30	0	27	10	0	1	0	0	0	0	0	0	0	0	0	0	38
12:45	0	25	18	0	1	0	0	0	0	0	0	0	0	0	0	44
13:00	0	36	15	0	1	1	0	0	0	0	0	0	0	0	0	53
Hour Total	0	122	62	0	4	1	0	1	1	0	0	0	0	0	0	191
13:15	1	45	15	0	0	1	0	0	0	0	0	0	0	0	0	62
13:30	0	50	13	2	3	2	0	0	0	0	0	0	0	0	0	70
13:45	0	43	10	0	0	1	0	1	0	0	0	0	0	0	0	55
14:00	0	27	7	0	0	1	0	0	1	0	0	0	0	0	0	36
Hour Total	1	165	45	2	3	5	0	1	1	0	0	0	0	0	0	223
14:15	3	38	14	0	0	1	0	0	0	0	0	0	0	0	0	56
14:30	0	41	8	1	1	0	0	0	0	0	0	0	0	0	0	51
14:45	0	43	11	0	2	0	0	1	0	0	0	0	0	0	0	57
15:00	0	45	17	0	1	1	0	0	0	0	0	0	0	0	0	64
Hour Total	3	167	50	1	4	2	0	1	0	0	0	0	0	0	0	228
15:15	1	69	9	2	0	1	0	0	0	0	0	0	0	0	0	82
15:30	1	51	15	1	2	2	0	0	0	0	0	0	0	0	0	72
15:45	2	42	7	0	0	1	0	0	0	0	0	0	0	0	0	52
16:00	1	38	13	1	0	1	0	1	0	0	0	0	0	0	0	55
Hour Total	5	200	44	4	2	5	0	1	0	0	0	0	0	0	0	261
16:15	0	40	17	0	0	0	0	0	0	0	0	0	0	0	0	57
16:30	0	70	19	0	1	0	0	0	0	0	0	0	0	0	0	90
16:45	0	38	15	0	0	0	0	1	0	0	0	0	0	0	0	54
17:00	0	42	19	0	0	0	0	0	0	0	0	0	0	0	0	61
Hour Total	0	190	70	0	1	0	0	1	0	0	0	0	0	0	0	262

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/24/2016

Station #: Site 1A  
 Site ID: 000000003552  
 Location: N. Roscoe NB  
 Direction: NORTH  
 Lane: 1

File: D0823002.prn  
 City: 16-221 AW Max  
 County: 30.21177, -81.40889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	37	15	0	0	0	0	0	0	0	0	0	0	0	0	52
17:30	0	41	12	0	0	0	0	0	0	0	0	0	0	0	0	53
17:45	1	34	17	0	2	0	0	0	0	0	0	0	0	0	0	54
18:00	0	51	15	0	0	0	0	0	0	0	0	0	0	0	0	66
Hour Total	1	163	59	0	2	0	0	0	0	0	0	0	0	0	0	225
18:15	0	46	12	0	0	0	0	0	0	0	0	0	0	0	0	58
18:30	0	49	10	0	0	0	0	0	0	0	0	0	0	0	0	59
18:45	0	38	8	0	0	0	0	0	0	0	0	0	0	0	0	46
19:00	0	31	10	0	0	0	0	0	0	0	0	0	0	0	0	41
Hour Total	0	164	40	0	0	0	0	0	0	0	0	0	0	0	0	204
19:15	0	43	8	0	0	0	0	0	0	0	0	0	0	0	0	51
19:30	0	26	10	0	1	0	0	0	0	0	0	0	0	0	0	37
19:45	1	22	3	0	0	0	0	0	0	0	0	0	0	0	0	26
20:00	0	19	7	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	1	110	28	0	1	0	0	0	0	0	0	0	0	0	0	140
20:15	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	31
20:30	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
20:45	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28
21:00	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	32
Hour Total	0	99	12	0	0	0	0	0	0	0	0	0	0	0	0	111
21:15	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
21:30	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
21:45	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
22:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	71	9	0	0	0	0	0	0	0	0	0	0	0	0	80
22:15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
22:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
22:45	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	1	41	3	0	0	0	0	0	0	0	0	0	0	0	0	45
23:15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
24:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	1	14	4	0	0	0	0	0	0	0	0	0	0	0	0	19
DAY TOTAL	15	2340	750	14	35	27	0	8	4	0	0	1	0	0	0	3194
PERCENTS	0.5%	73.3%	23.5%	0.5%	1.1%	0.8%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		97.2%														
Trucks & Buses										2.7%						
AM Times	10:15	07:45	07:45	08:00	09:15	07:00		10:15	06:45			08:00				07:45
AM Peaks	2	240	94	4	7	5		2	1			1				342
PM Times	15:15	14:45	16:15	15:15	12:45	13:00		16:00	12:15							14:45
PM Peaks	5	208	70	4	5	5		2	1							275

Station #: Site 1A  
 Site ID: 000000003552  
 Location: N. Roscoe NB  
 Direction: NORTH  
 Lane: 1

File: D0823002.prn  
 City: 16-221 AW Max  
 County: 30.21177, -81.40889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	11	7	0	0	0	0	0	0	0	0	0	0	0	0	18
06:15	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
06:30	0	11	2	0	0	1	0	0	0	0	0	0	0	0	0	14
06:45	0	15	5	1	1	0	0	0	0	0	0	0	0	0	0	22
07:00	0	19	12	1	0	0	0	0	1	0	0	0	0	0	0	33
Hour Total	0	48	21	2	2	1	0	0	1	0	0	0	0	0	0	75
07:15	0	24	9	0	0	0	0	0	0	0	0	0	0	0	0	33
07:30	1	41	19	0	0	2	0	1	0	0	0	0	0	0	0	64
07:45	0	67	16	2	3	0	0	1	0	0	0	0	0	0	0	89
08:00	0	63	14	1	0	0	0	1	0	0	0	0	0	0	0	79
Hour Total	1	195	58	3	3	2	0	3	0	0	0	0	0	0	0	265
08:15	2	41	20	0	2	1	0	0	0	0	0	0	0	0	0	66
08:30	0	69	21	2	0	0	0	0	0	0	0	0	0	0	0	92
08:45	0	47	18	1	1	2	0	0	0	0	0	0	0	0	0	69
09:00	1	41	16	0	1	0	0	0	0	0	0	0	0	0	0	59

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/25/2016

Station #: Site 1A  
 Site ID: 000000003552  
 Location: N. Roscoe NB  
 Direction: NORTH  
 Lane: 1

File: D0823002.prn  
 City: 16-221 AW Max  
 County: 30.21177, -81.40889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	3	198	75	3	4	3	0	0	0	0	0	0	0	0	0	286
09:15	0	50	23	0	1	1	0	0	0	0	0	0	0	0	0	75
09:30	0	39	13	0	2	1	0	1	0	0	0	0	0	0	0	56
09:45	0	25	14	0	0	0	0	0	0	0	0	0	0	0	0	39
10:00	0	23	9	0	1	0	0	0	0	0	0	0	0	0	0	33
Hour Total	0	137	59	0	4	2	0	1	0	0	0	0	0	0	0	203
10:15	0	32	12	0	1	0	0	0	0	0	0	0	0	0	0	45
10:30	0	23	15	0	1	0	0	0	0	0	0	0	0	0	0	39
10:45	0	40	17	0	0	1	0	0	0	0	0	0	0	0	0	58
11:00	1	36	8	0	1	0	0	0	0	0	0	0	0	0	0	46
Hour Total	1	131	52	0	3	1	0	0	0	0	0	0	0	0	0	188
11:15	1	25	6	0	0	0	0	0	0	0	1	0	0	0	0	33
11:30	0	27	11	0	0	2	0	1	0	0	0	0	0	0	0	41
11:45	0	18	16	0	0	0	0	0	1	0	0	0	0	0	0	35
12:00	0	38	17	0	0	0	0	1	0	0	0	0	0	0	0	56
Hour Total	1	108	50	0	0	2	0	2	1	0	1	0	0	0	0	165
12:15	0	33	12	0	1	1	0	0	0	0	0	0	0	0	0	47
12:30	0	23	11	0	0	0	0	0	0	0	0	0	0	0	0	34
12:45	2	32	17	0	1	0	0	0	0	0	0	0	0	0	0	52
13:00	0	34	14	0	2	0	0	0	0	0	0	0	0	0	0	50
Hour Total	2	122	54	0	4	1	0	0	0	0	0	0	0	0	0	183
13:15	0	36	10	0	0	1	0	1	0	0	0	0	0	0	0	48
13:30	0	35	10	0	0	0	0	0	1	0	0	0	0	0	0	46
13:45	1	24	19	0	2	0	0	0	0	0	0	0	0	0	0	46
14:00	0	36	9	0	0	1	0	0	0	0	0	0	0	0	0	46
Hour Total	1	131	48	0	2	2	0	1	1	0	0	0	0	0	0	186
14:15	1	41	17	0	1	0	0	0	0	0	0	0	0	0	0	60
14:30	1	48	17	4	1	0	0	0	0	0	0	0	0	0	0	71
14:45	0	34	8	1	1	0	0	0	0	0	0	0	0	0	0	44
15:00	0	46	8	0	1	0	0	0	0	0	0	0	0	0	0	55
Hour Total	2	169	50	5	4	0	0	0	0	0	0	0	0	0	0	230
15:15	2	53	14	0	0	0	0	0	0	0	0	0	0	0	0	69
15:30	0	41	18	1	0	0	0	0	0	0	0	0	0	0	0	60
15:45	0	30	9	0	0	0	0	0	0	0	0	0	0	0	0	39
16:00	0	38	16	0	0	0	0	0	0	0	0	0	0	0	0	54
Hour Total	2	162	57	1	0	0	0	0	0	0	0	0	0	0	0	222
16:15	1	77	14	3	1	1	0	0	0	0	0	0	0	0	0	97
16:30	3	46	16	1	1	0	0	0	0	0	0	0	0	0	0	67
16:45	1	35	17	0	0	0	0	0	0	0	0	0	0	0	0	53
17:00	0	47	10	1	0	0	0	0	0	0	0	0	0	0	0	58
Hour Total	5	205	57	5	2	1	0	0	0	0	0	0	0	0	0	275

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/25/2016

Station #: Site 1A  
 Site ID: 000000003552  
 Location: N. Roscoe NB  
 Direction: NORTH  
 Lane: 1

File: D0823002.prn  
 City: 16-221 AW Max  
 County: 30.21177, -81.40889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total	
-----																	
17:15	0	48	13	0	0	0	0	0	0	0	0	0	0	0	0	61	
17:30	0	59	10	0	0	0	0	0	0	0	0	0	0	0	0	69	
17:45	0	43	11	0	1	0	0	0	0	0	0	0	0	0	0	55	
18:00	0	41	13	0	0	0	0	0	0	0	0	0	0	0	0	54	
-----																	
Hour Total	0	191	47	0	1	0	0	0	0	0	0	0	0	0	0	239	
-----																	
18:15	1	39	13	0	0	0	0	0	0	0	0	0	0	0	0	53	
18:30	0	44	9	0	0	0	0	0	0	0	0	0	0	0	0	53	
18:45	0	41	10	0	0	0	0	0	0	0	0	0	0	0	0	51	
19:00	0	28	12	0	0	0	0	0	0	0	0	0	0	0	0	40	
-----																	
Hour Total	1	152	44	0	0	0	0	0	0	0	0	0	0	0	0	197	
-----																	
19:15	0	36	11	0	0	0	0	0	0	0	0	0	0	0	0	47	
19:30	1	39	10	0	0	0	0	0	0	0	0	0	0	0	0	50	
19:45	0	24	5	0	0	0	0	1	0	0	0	0	0	0	0	30	
20:00	1	29	5	0	0	0	0	0	0	0	0	0	0	0	0	35	
-----																	
Hour Total	2	128	31	0	0	0	0	1	0	0	0	0	0	0	0	162	
-----																	
20:15	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	36	
20:30	0	36	7	0	0	0	0	0	0	0	0	0	0	0	0	43	
20:45	0	41	8	0	0	0	0	0	0	0	0	0	0	0	0	49	
21:00	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28	
-----																	
Hour Total	0	135	21	0	0	0	0	0	0	0	0	0	0	0	0	156	
-----																	
21:15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12	
21:30	0	31	4	0	0	0	0	0	0	0	0	0	0	0	0	35	
21:45	1	14	7	0	0	0	0	0	0	0	0	0	0	0	0	22	
22:00	1	10	1	0	0	0	0	0	0	0	0	0	0	0	0	12	
-----																	
Hour Total	2	66	13	0	0	0	0	0	0	0	0	0	0	0	0	81	
-----																	
22:15	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	11	
22:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7	
22:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
-----																	
Hour Total	1	20	4	0	0	0	0	0	0	0	0	0	0	0	0	25	
-----																	
23:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	
23:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6	
23:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
24:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
-----																	
Hour Total	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24	
-----																	
DAY TOTAL	24	2345	755	19	29	15	0	8	3	0	1	0	0	0	0	3199	
PERCENTS	0.8%	73.4%	23.7%	0.6%	0.9%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	
Passenger Vehicles	97.6%																
Trucks & Buses	2.3%																
-----																	
AM Times	07:30	07:45	08:30	07:45	07:30	08:45					07:15	06:15	10:30				07:45
AM Peaks	3	240	78	5	5	4					3	1	1				326
-----																	
PM Times	16:00	16:15	16:00	14:00	12:15	13:15					12:30	12:45					16:15
PM Peaks	5	205	63	5	4	2					1	1					275
=====																	
GRAND TOTAL	54	2280	52	101	59	26	0	7	0	2	1	0	0	0	0	9563	
PERCENTS	0.6%	73.0%	23.9%	0.6%	1.1%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/23/2016

Station #: Site 1B  
 Site ID: 000000020167  
 Location: N. Roscoe EB (SB)  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.21304, -81.40927

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
07:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
07:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
07:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
08:00	0	7	1	1	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	21	6	1	0	0	0	0	0	0	0	0	0	0	0	28
08:15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
08:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
08:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
09:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/23/2016

Station #: Site 1B  
 Site ID: 000000020167  
 Location: N. Roscoe EB (SB)  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.21304, -81.40927

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	29
09:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
09:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
10:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	2	11	2	0	0	0	0	0	0	0	0	0	0	0	0	15
10:15	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
10:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	2	14	5	0	0	0	0	0	0	0	0	0	0	0	0	21
11:15	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
11:30	0	2	4	0	1	0	0	0	0	0	0	0	0	0	0	7
11:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	10	10	0	1	0	0	0	0	0	0	0	0	0	0	21
12:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
12:45	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
13:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	18	6	0	0	0	0	0	0	0	0	0	0	0	0	24
13:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
13:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
14:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
14:30	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
14:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
15:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	12	5	0	0	0	0	1	0	0	0	0	0	0	0	18
15:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
15:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
16:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	3	1	0	0	0	0	0	0	0	0	0	0	0	10
16:15	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
16:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
16:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	1	12	3	0	0	0	0	0	0	0	0	0	0	0	0	16

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/23/2016

Station #: Site 1B  
 Site ID: 000000020167  
 Location: N. Roscoe EB (SB)  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.21304, -81.40927

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
17:30	0	8	5	0	1	0	0	0	0	0	0	0	0	0	0	14
17:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
18:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	1	18	10	0	1	0	0	0	0	0	0	0	0	0	0	30
18:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
18:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
18:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
19:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
20:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
DAY TOTAL	6	191	67	2	2	0	0	1	0	0	0	0	0	0	0	269
PERCENTS	2.3%	71.1%	24.9%	0.7%	0.7%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	98.1%															
Trucks & Buses	1.8%															

AM Times	09:30	07:45	10:45	07:15	10:45											07:45
AM Peaks	3	27	13	1	1											35
PM Times	15:30	17:00	17:30	14:45	16:45	13:45										17:00
PM Peaks	1	21	11	1	1	1										31

Station #: Site 1B  
 Site ID: 000000020167  
 Location: N. Roscoe EB (SB)  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.21304, -81.40927

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
06:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
07:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	3	1	0	0	3	0	0	1	0	0	0	0	0	0	8
07:45	1	5	2	0	0	1	0	0	0	0	0	0	0	0	0	9
08:00	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	1	16	3	1	0	4	0	0	1	0	0	0	0	0	0	26
08:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
08:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:45	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	5
09:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/24/2016

Station #: Site 1B  
 Site ID: 000000020167  
 Location: N. Roscoe EB (SB)  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.21304, -81.40927

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	20	2	0	0	0	0	1	0	0	0	0	0	0	0	23
09:15	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
09:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	8	6	0	1	0	0	0	0	0	0	0	0	0	0	15
10:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
10:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
10:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	9	10	0	1	0	0	0	0	0	0	0	0	0	0	20
11:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
11:45	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
12:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	10	4	0	0	1	0	0	0	0	0	0	0	0	0	15
12:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
12:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
13:15	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
13:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
13:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
14:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	16	7	0	0	0	0	0	0	0	0	0	0	0	0	23
14:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
14:30	0	7	2	0	1	0	1	0	0	0	0	0	0	0	0	11
14:45	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
15:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	13	6	0	1	0	1	0	0	0	0	0	0	0	0	22
15:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
15:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
16:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
16:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
17:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/24/2016

Station #: Site 1B  
 Site ID: 000000020167  
 Location: N. Roscoe EB (SB)  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.21304, -81.40927

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	6
17:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
17:45	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	8
18:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	1	12	8	0	0	0	0	0	0	0	0	0	0	0	0	21
18:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
18:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
19:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
19:30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
19:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	1	12	1	0	0	0	0	0	0	0	0	0	0	0	0	14
20:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
21:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
DAY TOTAL	4	177	70	1	3	5	1	1	1	0	0	0	0	0	0	263
PERCENTS	1.6%	67.4%	26.7%	0.4%	1.1%	1.9%	0.3%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	95.4%															
Trucks & Buses	4.5%															
AM Times	07:00	07:45	10:15	07:15	08:30	07:00	08:00		06:45							07:30
AM Peaks	1	25	10	1	1	4	1	1								31
PM Times	14:00	12:45	14:00	13:45		13:45								14:00		
PM Peaks	1	16	8	1	1								25			

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/25/2016

Station #: Site 1B  
 Site ID: 000000020167  
 Location: N. Roscoe EB (SB)  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.21304, -81.40927

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
07:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
07:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
07:45	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6
08:00	0	8	3	1	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	22	5	1	0	1	0	0	0	0	0	0	0	0	0	29
08:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
08:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
08:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Station #: Site 1B  
 Site ID: 000000020167  
 Location: N. Roscoe EB (SB)  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.21304, -81.40927

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
09:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30	0	5	1	0	1	1	0	0	0	0	0	0	0	0	0	8
09:45	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	5
10:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	10	4	0	2	1	0	0	0	0	0	0	0	0	0	17
10:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	5
11:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	8	4	0	1	0	0	0	0	0	0	0	0	0	0	13
11:15	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	5
11:30	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	9
11:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
12:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	4	9	6	0	0	0	0	0	0	0	0	0	0	0	0	19
12:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	4
12:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	5	5	0	1	0	0	0	0	0	0	0	0	0	0	11
13:15	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
13:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
13:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
14:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	3	0	0	1	0	0	0	0	0	0	0	0	0	11
14:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
14:30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
14:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
15:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	2	9	4	0	0	0	0	0	0	0	0	0	0	0	0	15
15:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
15:30	0	5	3	1	0	0	0	0	0	0	0	0	0	0	0	9
15:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
16:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	11	9	1	0	0	0	0	0	0	0	0	0	0	0	21
16:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
16:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
16:45	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
17:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	17	7	0	0	0	0	0	0	0	0	0	0	0	0	24

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/25/2016

Station #: Site 1B  
 Site ID: 000000020167  
 Location: N. Roscoe EB (SB)  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.21304, -81.40927

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
17:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
17:45	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	8
18:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	1	12	7	0	0	0	0	0	0	0	0	0	0	0	0	20
18:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
18:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
19:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
19:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
DAY TOTAL	8	166	62	2	4	3	0	0	0	0	0	0	0	0	0	245
PERCENTS	3.3%	67.8%	25.3%	0.8%	1.6%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	96.3%															
Trucks & Buses			3.6%													
AM Times	10:45	07:45	10:45	07:15	09:00	07:00										07:45
AM Peaks	4	26	9	1	2	1										32
PM Times	13:45	16:15	15:15	14:45	12:15	12:30										15:30
PM Peaks	2	17	9	1	1	1										24
GRAND TOTAL	18	534	199	5	9	8	1	2	1	0	0	0	0	0	0	777
PERCENTS	2.4%	68.8%	25.7%	0.6%	1.1%	1.0%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/23/2016

Station #: Site 1C  
 Site ID: 000000003561  
 Location: Solana Road SB  
 Direction: SOUTH  
 Lane: 1

File: D0823001.prn  
 City: 16-221 AW Max  
 County: 30.21299, -81.40874

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
06:00	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	8
Hour Total	0	16	2	0	0	1	0	0	0	0	0	0	0	0	0	19
06:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
06:30	0	3	3	0	0	0	0	0	1	0	0	0	0	0	0	7
06:45	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	9
07:00	1	15	5	0	1	0	0	0	0	0	0	0	0	0	0	22
Hour Total	2	29	10	0	1	0	0	0	1	0	0	0	0	0	0	43
07:15	0	19	8	1	1	0	0	0	0	0	0	0	0	0	0	29
07:30	0	40	15	5	0	0	0	0	0	0	0	0	0	0	0	60
07:45	0	53	10	0	0	0	0	0	0	0	0	0	0	0	0	63
08:00	0	39	16	0	1	0	0	0	0	0	0	0	0	0	0	56
Hour Total	0	151	49	6	2	0	0	0	0	0	0	0	0	0	0	208
08:15	0	46	17	0	1	0	0	0	0	0	0	0	0	0	0	64
08:30	0	54	19	0	0	0	0	0	0	0	0	0	0	0	0	73
08:45	0	48	18	1	1	0	0	1	0	0	0	0	0	0	0	69
09:00	0	37	20	2	0	0	0	0	0	0	0	0	0	0	0	59

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/23/2016

Station #: Site 1C  
 Site ID: 000000003561  
 Location: Solana Road SB  
 Direction: SOUTH  
 Lane: 1

File: D0823001.prn  
 City: 16-221 AW Max  
 County: 30.21299, -81.40874

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	185	74	3	2	0	0	1	0	0	0	0	0	0	0	265
09:15	1	33	13	0	1	1	0	0	0	0	0	0	0	0	0	49
09:30	0	32	12	0	1	0	0	0	0	0	0	0	0	0	0	45
09:45	0	32	5	0	3	2	0	0	0	0	0	0	0	0	0	42
10:00	0	31	18	0	0	0	0	0	0	0	0	0	0	0	0	49
Hour Total	1	128	48	0	5	3	0	0	0	0	0	0	0	0	0	185
10:15	1	22	18	0	0	0	0	0	0	0	0	0	0	0	0	41
10:30	0	22	10	0	0	0	0	0	0	0	0	0	0	0	0	32
10:45	0	24	24	0	1	1	0	0	0	0	0	0	0	0	0	50
11:00	0	23	19	0	1	0	0	0	0	0	0	0	0	0	0	43
Hour Total	1	91	71	0	2	1	0	0	0	0	0	0	0	0	0	166
11:15	0	17	12	0	1	0	0	2	0	0	0	0	0	0	0	32
11:30	0	22	11	0	3	1	0	0	0	0	0	0	0	0	0	37
11:45	0	41	18	0	2	0	0	1	0	0	0	0	0	0	0	62
12:00	0	32	10	0	1	1	0	0	0	0	0	0	0	0	0	44
Hour Total	0	112	51	0	7	2	0	3	0	0	0	0	0	0	0	175
12:15	0	32	21	0	0	0	0	0	0	0	0	0	1	0	0	54
12:30	1	34	15	0	2	1	0	1	0	0	0	0	0	0	0	54
12:45	0	42	13	0	1	0	0	0	0	0	0	0	0	0	0	56
13:00	1	33	17	0	0	0	0	0	0	0	0	0	0	0	0	51
Hour Total	2	141	66	0	3	1	0	1	0	0	0	0	1	0	0	215
13:15	0	31	15	0	1	0	0	0	0	0	0	0	0	0	0	47
13:30	0	31	15	0	0	0	0	0	0	0	0	0	0	0	0	46
13:45	0	34	15	0	0	0	0	0	0	0	0	0	0	0	0	49
14:00	0	37	10	0	0	1	0	0	0	0	0	0	0	0	0	48
Hour Total	0	133	55	0	1	1	0	0	0	0	0	0	0	0	0	190
14:15	0	41	18	0	0	0	0	0	0	0	0	0	0	0	0	59
14:30	0	45	22	0	1	0	0	0	0	0	0	0	0	0	0	68
14:45	0	43	13	2	0	1	0	0	0	0	0	0	0	0	0	59
15:00	0	42	17	0	0	0	0	0	0	0	0	0	0	0	0	59
Hour Total	0	171	70	2	1	1	0	0	0	0	0	0	0	0	0	245
15:15	0	46	9	0	0	0	0	0	0	0	0	0	0	0	0	55
15:30	1	35	11	0	2	2	0	0	0	0	0	0	0	0	0	51
15:45	0	42	15	1	2	0	0	0	0	0	0	0	0	0	0	60
16:00	1	49	17	1	1	0	0	0	0	0	0	0	0	0	0	69
Hour Total	2	172	52	2	5	2	0	0	0	0	0	0	0	0	0	235
16:15	0	43	22	0	2	1	0	0	0	0	0	0	0	0	0	68
16:30	0	40	18	0	2	0	0	0	0	0	0	0	0	0	0	60
16:45	0	49	14	1	2	1	0	1	0	0	0	0	0	0	0	68
17:00	1	70	17	0	1	0	0	0	0	0	0	0	0	0	0	89
Hour Total	1	202	71	1	7	2	0	1	0	0	0	0	0	0	0	285

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/23/2016

Station #: Site 1C  
 Site ID: 000000003561  
 Location: Solana Road SB  
 Direction: SOUTH  
 Lane: 1

File: D0823001.prn  
 City: 16-221 AW Max  
 County: 30.21299, -81.40874

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	65	19	0	2	0	0	0	0	0	0	0	0	0	0	86
17:30	0	75	18	0	0	1	0	0	0	0	0	0	0	0	0	94
17:45	0	85	24	0	1	1	0	0	0	0	0	0	0	0	0	111
18:00	0	103	22	0	1	1	0	0	0	0	0	0	0	0	0	127
Hour Total	0	328	83	0	4	3	0	0	0	0	0	0	0	0	0	418
18:15	0	66	24	0	0	0	0	1	0	0	0	0	0	0	0	91
18:30	0	51	14	0	0	0	1	0	0	0	0	0	0	0	0	66
18:45	0	52	11	0	1	0	0	0	0	0	0	0	0	0	0	64
19:00	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	190	53	0	1	0	1	1	0	0	0	0	0	0	0	246
19:15	0	35	5	0	0	0	0	0	0	0	0	0	0	0	0	40
19:30	0	31	14	0	0	0	0	0	0	0	0	0	0	0	0	45
19:45	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
20:00	0	25	7	0	0	0	0	0	0	0	0	0	0	0	0	32
Hour Total	0	110	30	0	0	0	0	0	0	0	0	0	0	0	0	140
20:15	1	21	3	0	0	0	0	0	0	0	0	0	0	0	0	25
20:30	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
20:45	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
21:00	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	1	82	11	0	0	0	0	0	0	0	0	0	0	0	0	94
21:15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
21:30	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
21:45	0	10	3	0	1	0	0	0	0	0	0	0	0	0	0	14
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	36	7	0	1	0	0	0	0	0	0	0	0	0	0	44
22:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
22:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
22:45	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	18	2	0	0	0	0	0	0	0	0	0	0	0	0	21
23:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
23:45	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
24:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	1	15	2	0	0	0	0	0	0	0	0	0	0	0	0	18
DAY TOTAL	12	2327	814	14	42	17	1	7	1	0	0	0	1	0	0	3236
PERCENTS	0.4%	72.0%	25.2%	0.5%	1.2%	0.5%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		97.4%														
Trucks & Buses										2.5%						
AM Times	06:15	07:45	08:15	06:45	11:00	09:00		11:00	05:45							08:15
AM Peaks	2	192	74	6	7	3		3	1							265
PM Times	12:15	17:30	17:30	14:00	15:30	14:45	17:45	12:15				12:15				17:30
PM Peaks	2	329	88	2	7	3	1	1				1				423



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/24/2016

Station #: Site 1C  
 Site ID: 000000003561  
 Location: Solana Road SB  
 Direction: SOUTH  
 Lane: 1

File: D0823001.prn  
 City: 16-221 AW Max  
 County: 30.21299, -81.40874

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
06:15	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
06:30	0	10	1	1	0	0	0	0	0	0	0	0	0	0	0	12
06:45	1	8	3	0	1	0	0	0	0	0	0	0	0	0	0	13
07:00	0	12	8	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	1	45	16	1	1	0	0	0	0	0	0	0	0	0	0	64
07:15	0	30	10	2	0	0	0	0	0	0	0	0	0	0	0	42
07:30	0	55	16	3	1	0	0	0	0	0	0	0	0	0	0	75
07:45	0	37	9	0	0	0	0	0	0	0	0	0	0	0	0	46
08:00	0	43	18	0	0	0	0	1	1	0	0	0	0	0	0	63
Hour Total	0	165	53	5	1	0	0	1	1	0	0	0	0	0	0	226
08:15	0	34	12	0	0	1	0	0	0	0	0	0	0	0	0	47
08:30	0	73	19	0	3	0	0	0	0	0	0	0	0	0	0	95
08:45	0	49	14	1	1	0	0	0	0	0	0	0	0	0	0	65
09:00	0	42	20	2	1	1	0	0	0	0	0	0	0	0	0	66

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/24/2016

Station #: Site 1C  
 Site ID: 000000003561  
 Location: Solana Road SB  
 Direction: SOUTH  
 Lane: 1

File: D0823001.prn  
 City: 16-221 AW Max  
 County: 30.21299, -81.40874

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	198	65	3	5	2	0	0	0	0	0	0	0	0	0	273
09:15	0	21	10	0	2	1	0	1	0	0	0	0	0	0	0	35
09:30	0	15	10	0	1	0	0	1	0	0	0	0	0	0	0	27
09:45	0	23	6	0	2	0	0	1	0	0	0	0	0	0	0	32
10:00	0	26	8	0	0	1	0	0	0	0	0	0	0	0	0	35
Hour Total	0	85	34	0	5	2	0	3	0	0	0	0	0	0	0	129
10:15	0	24	12	0	1	0	0	0	0	0	0	0	0	0	0	37
10:30	0	24	15	0	0	0	0	1	0	0	0	0	0	0	0	40
10:45	0	33	8	0	0	1	0	1	0	0	0	0	0	0	0	43
11:00	2	28	9	0	1	0	0	0	0	0	0	0	0	0	0	40
Hour Total	2	109	44	0	2	1	0	2	0	0	0	0	0	0	0	160
11:15	1	18	9	0	0	0	0	0	1	0	0	0	0	0	0	29
11:30	0	24	13	0	0	1	0	1	0	0	0	0	0	0	0	39
11:45	0	26	14	0	0	0	0	0	0	0	0	0	0	0	0	40
12:00	0	35	11	0	0	1	0	0	0	0	0	0	0	0	0	47
Hour Total	1	103	47	0	0	2	0	1	1	0	0	0	0	0	0	155
12:15	1	43	12	0	4	0	0	0	0	0	0	0	0	0	0	60
12:30	0	43	6	0	0	0	0	0	0	0	0	0	0	0	0	49
12:45	0	59	8	0	1	0	0	0	0	0	0	0	0	0	0	68
13:00	0	56	15	0	0	0	0	0	0	0	0	0	0	0	0	71
Hour Total	1	201	41	0	5	0	0	0	0	0	0	0	0	0	0	248
13:15	0	57	20	0	0	0	0	0	0	0	0	0	0	0	0	77
13:30	0	41	15	0	1	2	0	1	0	0	0	0	0	0	0	60
13:45	0	59	24	2	1	1	0	0	1	0	1	0	0	0	0	89
14:00	0	59	26	0	2	2	0	0	0	0	0	0	0	0	0	89
Hour Total	0	216	85	2	4	5	0	1	1	0	1	0	0	0	0	315
14:15	2	60	25	0	0	0	0	1	0	0	0	0	0	0	0	88
14:30	0	64	17	0	1	0	0	0	0	0	0	0	0	0	0	82
14:45	1	64	29	1	0	2	0	0	0	0	0	0	0	0	0	97
15:00	0	66	23	1	2	1	0	1	0	0	0	0	0	0	0	94
Hour Total	3	254	94	2	3	3	0	2	0	0	0	0	0	0	0	361
15:15	1	75	15	0	1	1	0	0	0	0	0	0	0	0	0	93
15:30	0	64	19	1	1	2	0	1	0	0	0	0	0	0	0	88
15:45	0	48	18	2	2	2	0	0	0	0	0	0	0	0	0	72
16:00	0	47	15	0	2	1	0	0	0	0	0	0	0	0	0	65
Hour Total	1	234	67	3	6	6	0	1	0	0	0	0	0	0	0	318
16:15	1	41	17	0	0	0	0	0	0	0	0	0	0	0	0	59
16:30	0	49	20	0	1	0	0	0	0	0	0	0	0	0	0	70
16:45	0	54	9	0	2	0	0	1	0	0	0	0	0	0	0	66
17:00	1	60	18	0	0	0	0	0	0	0	0	0	0	0	0	79
Hour Total	2	204	64	0	3	0	0	1	0	0	0	0	0	0	0	274

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/24/2016

Station #: Site 1C  
 Site ID: 000000003561  
 Location: Solana Road SB  
 Direction: SOUTH  
 Lane: 1

File: D0823001.prn  
 City: 16-221 AW Max  
 County: 30.21299, -81.40874

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	67	20	0	0	0	0	0	0	0	0	0	0	0	0	87
17:30	1	60	20	0	2	0	0	0	0	0	0	0	0	0	0	83
17:45	0	69	17	0	0	0	0	0	0	0	0	0	0	0	0	86
18:00	0	67	15	0	0	0	0	0	0	0	0	0	0	0	0	82
Hour Total	1	263	72	0	2	0	0	0	0	0	0	0	0	0	0	338
18:15	0	56	17	0	0	0	0	1	0	0	0	0	0	0	0	74
18:30	0	55	14	0	1	0	0	0	0	0	0	0	0	0	0	70
18:45	0	42	13	0	1	0	0	0	0	0	0	0	0	0	0	56
19:00	0	51	20	0	0	0	0	0	0	0	0	0	0	0	0	71
Hour Total	0	204	64	0	2	0	0	1	0	0	0	0	0	0	0	271
19:15	0	29	5	0	0	0	0	0	0	0	0	0	0	0	0	34
19:30	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	31
19:45	0	32	8	0	0	0	0	0	0	0	0	0	0	0	0	40
20:00	3	31	11	0	0	0	0	0	0	0	0	0	0	0	0	45
Hour Total	3	118	29	0	0	0	0	0	0	0	0	0	0	0	0	150
20:15	0	20	7	0	0	0	0	0	0	0	0	0	0	0	0	27
20:30	1	19	3	0	0	0	0	0	0	0	0	0	0	0	0	23
20:45	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
21:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	1	64	17	0	0	0	0	0	0	0	0	0	0	0	0	82
21:15	0	9	4	0	1	0	0	0	0	0	0	0	0	0	0	14
21:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
21:45	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	36	6	0	1	0	0	0	0	0	0	0	0	0	0	43
22:15	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
22:30	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	14
22:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	1	37	5	0	0	0	0	0	0	0	0	0	0	0	0	43
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:30	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	17
DAY TOTAL	18	2578	807	16	41	21	0	13	3	0	1	0	0	0	0	3498
PERCENTS	0.6%	73.7%	23.1%	0.5%	1.2%	0.6%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		97.2%														
Trucks & Buses											2.7%					
AM Times	10:30	08:00	08:15	06:45	08:30	08:15		09:00	07:15							08:15
AM Peaks	3	199	65	5	7	2		3	1							273
PM Times	19:45	14:30	14:00	15:00	15:00	14:45		13:30	13:00		13:00					14:45
PM Peaks	4	269	97	4	6	6		2	1		1					372



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/25/2016

Station #: Site 1C  
 Site ID: 000000003561  
 Location: Solana Road SB  
 Direction: SOUTH  
 Lane: 1

File: D0823001.prn  
 City: 16-221 AW Max  
 County: 30.21299, -81.40874

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
01:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
06:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
06:30	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
06:45	1	3	5	0	1	0	0	0	0	0	0	0	0	0	0	10
07:00	0	11	7	0	1	0	0	0	0	0	1	0	0	0	0	20
Hour Total	1	29	14	0	2	0	0	0	0	0	1	0	0	0	0	47
07:15	0	27	8	1	0	2	0	0	0	0	0	0	0	0	0	38
07:30	0	52	14	5	0	1	0	0	0	0	0	0	0	0	0	72
07:45	0	43	12	0	0	0	0	0	0	0	0	0	0	0	0	55
08:00	0	34	17	0	0	0	0	0	0	0	0	0	0	0	0	51
Hour Total	0	156	51	6	0	3	0	0	0	0	0	0	0	0	0	216
08:15	0	54	17	0	1	0	0	0	0	0	0	0	0	0	0	72
08:30	0	68	17	0	0	0	0	0	0	0	0	0	0	0	0	85
08:45	0	44	13	1	1	2	0	0	0	0	1	0	0	0	0	62
09:00	0	34	17	2	1	0	0	0	0	0	0	0	0	0	0	54

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/25/2016

Station #: Site 1C  
 Site ID: 000000003561  
 Location: Solana Road SB  
 Direction: SOUTH  
 Lane: 1

File: D0823001.prn  
 City: 16-221 AW Max  
 County: 30.21299, -81.40874

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	200	64	3	3	2	0	0	0	0	1	0	0	0	0	273
09:15	0	35	10	0	2	2	0	0	1	0	0	0	0	0	0	50
09:30	0	23	8	0	0	0	0	0	0	0	0	0	0	0	0	31
09:45	0	21	10	0	1	0	0	0	0	0	0	0	0	0	0	32
10:00	0	24	12	0	1	1	0	1	0	0	0	0	0	0	0	39
Hour Total	0	103	40	0	4	3	0	1	1	0	0	0	0	0	0	152
10:15	0	27	11	0	2	0	0	0	0	0	0	0	0	0	0	40
10:30	2	19	12	0	0	0	0	0	0	0	0	0	0	0	0	33
10:45	0	10	11	0	1	0	0	0	0	0	0	0	0	0	0	22
11:00	0	13	12	0	0	0	0	0	0	0	0	0	0	0	0	25
Hour Total	2	69	46	0	3	0	0	0	0	0	0	0	0	0	0	120
11:15	0	29	8	0	0	2	0	0	0	0	0	0	0	0	0	39
11:30	2	29	16	0	0	1	0	0	0	0	0	0	0	0	0	48
11:45	0	28	17	0	0	1	0	0	0	0	0	0	0	0	0	46
12:00	0	26	17	0	0	1	0	0	0	0	0	0	0	0	0	44
Hour Total	2	112	58	0	0	5	0	0	0	0	0	0	0	0	0	177
12:15	0	27	9	0	0	0	0	0	1	0	0	0	0	0	0	37
12:30	0	36	21	0	1	0	0	0	0	0	0	0	0	0	0	58
12:45	1	42	18	0	0	0	0	0	0	0	0	0	0	0	0	61
13:00	0	29	18	0	1	0	0	0	0	0	0	0	0	0	0	48
Hour Total	1	134	66	0	2	0	0	0	1	0	0	0	0	0	0	204
13:15	0	29	14	0	3	0	0	0	0	0	0	0	0	0	0	46
13:30	0	36	9	0	0	0	0	0	0	0	0	0	0	0	0	45
13:45	0	32	11	0	0	1	0	0	0	0	0	0	0	0	0	44
14:00	0	35	16	0	0	0	0	0	0	0	0	0	0	0	0	51
Hour Total	0	132	50	0	3	1	0	0	0	0	0	0	0	0	0	186
14:15	0	30	11	0	1	0	0	0	0	0	0	0	0	0	0	42
14:30	1	42	22	0	1	0	0	0	0	0	0	0	0	0	0	66
14:45	0	38	19	2	0	0	0	0	0	0	0	0	0	0	0	59
15:00	0	26	13	0	0	0	0	0	0	0	0	0	0	0	0	39
Hour Total	1	136	65	2	2	0	0	0	0	0	0	0	0	0	0	206
15:15	0	38	15	0	0	0	0	0	0	0	0	0	0	0	0	53
15:30	0	31	19	0	1	0	0	0	0	0	0	0	0	0	0	51
15:45	0	55	23	2	1	0	0	0	0	0	0	0	0	0	0	81
16:00	0	50	16	1	0	1	0	0	0	0	0	0	0	0	0	68
Hour Total	0	174	73	3	2	1	0	0	0	0	0	0	0	0	0	253
16:15	0	55	13	0	1	3	0	0	0	0	1	0	0	0	0	73
16:30	0	44	21	1	2	0	0	0	0	0	0	0	0	0	0	68
16:45	1	49	15	0	1	0	0	1	0	0	0	0	0	0	0	67
17:00	0	66	23	0	3	1	0	1	0	0	0	0	0	0	0	94
Hour Total	1	214	72	1	7	4	0	2	0	0	1	0	0	0	0	302

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/25/2016

Station #: Site 1C  
 Site ID: 000000003561  
 Location: Solana Road SB  
 Direction: SOUTH  
 Lane: 1

File: D0823001.prn  
 City: 16-221 AW Max  
 County: 30.21299, -81.40874

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	70	17	0	0	0	0	0	0	0	0	0	0	0	0	87
17:30	0	66	17	0	2	0	0	0	0	0	0	0	0	0	0	85
17:45	0	74	23	0	1	0	0	0	0	0	0	0	0	0	0	98
18:00	1	56	11	0	0	0	0	0	0	0	0	0	0	0	0	68
Hour Total	1	266	68	0	3	0	0	0	0	0	0	0	0	0	0	338
18:15	1	63	11	0	0	0	0	0	0	0	0	0	0	0	0	75
18:30	1	51	15	0	0	0	0	0	0	0	0	0	0	0	0	67
18:45	0	47	14	0	0	0	0	0	0	0	1	0	0	0	0	62
19:00	0	36	10	0	0	0	0	0	0	0	0	0	0	0	0	46
Hour Total	2	197	50	0	0	0	0	0	0	0	1	0	0	0	0	250
19:15	0	48	10	0	0	0	0	0	0	0	0	0	0	0	0	58
19:30	1	43	10	0	0	0	0	0	0	0	0	0	0	0	0	54
19:45	0	35	9	0	0	0	0	0	0	0	0	0	0	0	0	44
20:00	1	22	10	0	0	0	0	0	0	0	0	0	0	0	0	33
Hour Total	2	148	39	0	0	0	0	0	0	0	0	0	0	0	0	189
20:15	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
20:30	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	30
20:45	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	32
21:00	0	16	7	0	0	0	0	0	1	0	0	0	0	0	0	24
Hour Total	0	92	16	0	0	0	0	0	1	0	0	0	0	0	0	109
21:15	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
21:30	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
21:45	3	17	3	0	0	0	0	0	0	0	0	0	0	0	0	23
22:00	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	4	54	10	0	0	0	0	0	0	0	0	0	0	0	0	68
22:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	22	4	0	0	0	0	0	0	0	0	0	0	0	0	26
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	9
DAY TOTAL	18	2271	800	15	31	19	0	3	3	0	4	0	0	0	0	3164
PERCENTS	0.6%	71.8%	25.3%	0.5%	1.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		97.6%														
Trucks & Buses											2.3%					
AM Times	09:45	08:00	08:00	06:45	08:30	11:15		09:15	08:30		06:15					08:15
AM Peaks	2	200	64	6	4	5		1	1		1					273
PM Times	21:15	17:00	17:00	15:45	16:15	15:30		16:15	12:15		15:30					17:00
PM Peaks	4	276	80	4	7	4		2	1		1					364
GRAND TOTAL	48	7176	2421	45	114	57	1	23	7	0	5	0	1	0	0	9898
PERCENTS	0.5%	72.5%	24.5%	0.5%	1.2%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%



Station #: Site 2A  
 Site ID: 000000001269  
 Location: S. Rsocoe Blvd. NB (EB)  
 Direction: NORTH  
 Lane: 1

File: D0816014.prn  
 City: 16-221 AW Max  
 County: 30.13415, -81.38200

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
05:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
05:45	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
06:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	7	6	0	2	0	0	0	0	0	0	0	0	0	0	15
06:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
06:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
06:45	0	7	7	0	1	1	0	0	0	0	0	0	0	0	0	16
07:00	0	5	3	1	1	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	19	14	1	2	1	0	0	0	0	0	0	0	0	0	37
07:15	0	9	6	0	0	1	0	0	0	0	0	0	0	0	0	16
07:30	0	21	8	0	1	0	0	0	0	0	0	0	0	0	0	30
07:45	0	24	9	2	2	1	0	0	0	0	0	0	0	0	0	38
08:00	0	36	8	0	0	0	0	0	0	0	0	0	0	0	0	44
Hour Total	0	90	31	2	3	2	0	0	0	0	0	0	0	0	0	128
08:15	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	27
08:30	1	41	12	0	0	0	0	0	0	0	0	0	0	0	0	54
08:45	0	51	7	1	0	1	0	0	0	0	0	0	0	0	0	60
09:00	0	33	12	0	0	0	0	0	0	0	0	0	0	0	0	45

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 2A  
 Site ID: 000000001269  
 Location: S. Rsocoe Blvd. NB (EB)  
 Direction: NORTH  
 Lane: 1

File: D0816014.prn  
 City: 16-221 AW Max  
 County: 30.13415, -81.38200

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	1	146	37	1	0	1	0	0	0	0	0	0	0	0	0	186
09:15	0	23	13	2	2	0	0	0	0	0	0	0	0	0	0	40
09:30	0	20	5	0	1	1	0	0	0	0	0	0	0	0	0	27
09:45	1	14	10	0	0	0	0	1	0	0	0	0	0	0	0	26
10:00	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	1	76	32	2	3	1	0	1	0	0	0	0	0	0	0	116
10:15	0	11	4	0	1	0	0	0	0	0	0	0	0	0	0	16
10:30	0	16	4	0	1	0	0	1	0	0	0	0	0	0	0	22
10:45	0	14	2	0	1	0	0	0	0	0	0	0	0	0	0	17
11:00	0	25	7	0	0	0	0	0	0	0	0	0	0	0	0	32
Hour Total	0	66	17	0	3	0	0	1	0	0	0	0	0	0	0	87
11:15	0	12	7	0	0	0	0	0	0	1	0	0	0	0	0	20
11:30	0	17	9	0	0	0	0	0	0	0	0	0	0	0	0	26
11:45	0	19	10	0	0	1	0	0	1	0	0	0	0	0	0	31
12:00	0	15	5	0	0	2	0	0	0	0	0	0	0	0	0	22
Hour Total	0	63	31	0	0	3	0	0	1	1	0	0	0	0	0	99
12:15	0	13	5	0	1	0	0	1	0	0	0	0	0	0	0	20
12:30	0	17	7	0	2	0	0	0	0	0	0	0	0	0	0	26
12:45	0	15	6	0	1	5	0	0	0	0	0	0	0	0	0	27
13:00	0	13	8	0	1	1	0	0	0	0	0	0	0	0	0	23
Hour Total	0	58	26	0	5	6	0	1	0	0	0	0	0	0	0	96
13:15	0	23	5	0	0	1	0	0	0	0	0	0	0	0	0	29
13:30	0	28	13	0	2	0	0	0	0	0	0	0	0	0	0	43
13:45	0	12	10	0	0	1	0	0	0	0	0	0	0	0	0	23
14:00	0	18	6	0	1	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	81	34	0	3	2	0	0	0	0	0	0	0	0	0	120
14:15	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	23
14:30	0	22	21	1	1	1	0	0	1	0	0	0	0	0	0	47
14:45	0	24	8	0	0	0	0	0	0	0	0	0	0	0	0	32
15:00	0	21	6	0	2	1	0	0	0	0	0	0	0	0	0	30
Hour Total	0	85	40	1	3	2	0	0	1	0	0	0	0	0	0	132
15:15	0	29	12	2	1	0	0	0	0	0	0	0	0	0	0	44
15:30	0	39	7	0	0	0	0	0	0	0	0	0	0	0	0	46
15:45	0	43	16	1	1	0	0	0	1	0	0	0	0	0	0	62
16:00	0	31	10	0	0	0	0	0	1	0	0	0	0	0	0	42
Hour Total	0	142	45	3	2	0	0	0	2	0	0	0	0	0	0	194
16:15	0	21	12	0	1	0	0	0	0	0	0	0	0	0	0	34
16:30	0	37	9	0	0	0	0	0	0	0	0	0	0	0	0	46
16:45	0	24	13	0	1	0	0	0	0	0	0	0	0	0	0	38
17:00	0	36	12	1	0	0	0	1	0	0	0	0	0	0	0	50
Hour Total	0	118	46	1	2	0	0	1	0	0	0	0	0	0	0	168

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 2A  
 Site ID: 000000001269  
 Location: S. Rsocoe Blvd. NB (EB)  
 Direction: NORTH  
 Lane: 1

File: D0816014.prn  
 City: 16-221 AW Max  
 County: 30.13415, -81.38200

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	33	15	0	0	1	0	0	0	0	0	0	0	0	0	49
17:30	1	35	9	0	3	0	0	0	0	0	0	0	0	0	0	48
17:45	0	40	14	0	0	1	0	0	0	0	0	0	0	0	0	55
18:00	0	45	10	0	0	0	0	0	0	0	0	0	0	0	0	55
Hour Total	1	153	48	0	3	2	0	0	0	0	0	0	0	0	0	207
18:15	0	40	11	0	0	0	0	0	0	0	0	0	0	0	0	51
18:30	0	35	11	0	0	0	0	1	0	0	0	0	0	0	0	47
18:45	0	24	9	0	0	0	0	0	0	1	0	0	0	0	0	34
19:00	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	122	34	0	0	0	0	1	0	1	0	0	0	0	0	158
19:15	0	15	8	0	0	0	0	1	0	0	0	0	0	0	0	24
19:30	0	18	5	0	0	0	0	1	0	0	0	0	0	0	0	24
19:45	0	14	3	0	1	0	0	0	0	0	0	0	0	0	0	18
20:00	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	70	19	0	1	0	0	2	0	0	0	0	0	0	0	92
20:15	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
20:30	0	19	6	0	0	0	0	0	0	0	0	0	0	0	0	25
20:45	0	22	3	0	0	0	0	0	0	0	0	0	0	0	0	25
21:00	0	9	4	0	0	0	0	1	0	0	0	0	0	0	0	14
Hour Total	0	64	15	0	0	0	0	1	0	0	0	0	0	0	0	80
21:15	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
21:30	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
21:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	28	7	0	0	0	0	0	0	0	0	0	0	0	0	35
22:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:45	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	1	14	6	0	0	0	0	0	0	0	0	0	0	0	0	21
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
24:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
DAY TOTAL	4	1429	494	11	32	20	0	9	4	2	0	0	0	0	0	2005
PERCENTS	0.2%	71.3%	24.7%	0.6%	1.6%	1.0%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		96.1%														
Trucks & Buses										3.8%						
AM Times	07:45	08:00	08:30	07:00	07:00	11:15		09:45	11:00	10:30						08:30
AM Peaks	1	149	44	3	4	3		2	1	1						199
PM Times	16:45	17:30	17:00	14:30	12:15	12:30		18:30	15:15	18:00						17:30
PM Peaks	1	160	50	3	5	7		2	2	1						209



Station #: Site 2A  
 Site ID: 000000001269  
 Location: S. Rsocoe Blvd. NB (EB)  
 Direction: NORTH  
 Lane: 1

File: D0816014.prn  
 City: 16-221 AW Max  
 County: 30.13415, -81.38200

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
05:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	23
06:15	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
06:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
06:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	6	6	1	1	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	19	12	1	1	0	0	0	0	0	0	0	0	0	0	33
07:15	0	11	3	0	0	1	0	0	0	0	0	0	0	0	0	15
07:30	0	24	10	0	0	0	0	0	0	0	0	0	0	0	0	34
07:45	0	55	11	1	0	0	0	0	0	0	0	0	0	0	0	67
08:00	0	30	9	0	0	0	0	0	0	0	0	0	0	0	0	39
Hour Total	0	120	33	1	0	1	0	0	0	0	0	0	0	0	0	155
08:15	0	14	7	0	0	0	0	1	0	0	0	0	0	0	0	22
08:30	1	37	8	0	0	1	0	0	0	0	0	0	0	0	0	47
08:45	0	61	12	0	1	2	0	0	0	0	0	0	0	0	0	76
09:00	1	26	9	1	1	0	0	0	0	0	0	0	0	0	0	38

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 2A  
 Site ID: 000000001269  
 Location: S. Rsocoe Blvd. NB (EB)  
 Direction: NORTH  
 Lane: 1

File: D0816014.prn  
 City: 16-221 AW Max  
 County: 30.13415, -81.38200

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	2	138	36	1	2	3	0	1	0	0	0	0	0	0	0	183
09:15	0	18	4	1	1	1	0	0	0	0	0	0	0	0	0	25
09:30	1	12	4	0	1	2	0	0	0	0	0	0	0	0	0	20
09:45	0	16	7	0	0	1	0	1	0	0	0	0	0	0	0	25
10:00	1	16	6	0	1	0	0	0	0	0	0	0	0	0	0	24
Hour Total	2	62	21	1	3	4	0	1	0	0	0	0	0	0	0	94
10:15	0	13	11	0	0	1	0	0	0	0	0	0	0	0	0	25
10:30	2	17	6	0	1	0	0	1	0	0	0	0	0	0	0	27
10:45	0	14	7	0	0	2	0	0	0	0	0	0	0	0	0	23
11:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	2	58	26	0	1	3	0	1	0	0	0	0	0	0	0	91
11:15	0	27	8	0	0	1	0	1	0	0	0	0	0	0	0	37
11:30	0	17	8	0	0	1	0	0	0	0	0	0	0	0	0	26
11:45	0	18	6	0	0	0	0	0	0	0	0	0	0	0	0	24
12:00	0	8	4	0	1	1	0	0	0	0	0	0	0	0	0	14
Hour Total	0	70	26	0	1	3	0	1	0	0	0	0	0	0	0	101
12:15	1	17	6	0	1	3	0	1	0	0	0	0	2	0	0	31
12:30	0	12	10	0	0	1	0	0	0	0	0	0	0	0	0	23
12:45	0	11	9	1	0	0	0	0	0	0	0	0	0	0	0	21
13:00	0	15	10	0	2	0	0	0	0	0	0	0	0	0	0	27
Hour Total	1	55	35	1	3	4	0	1	0	0	0	0	2	0	0	102
13:15	0	28	9	0	1	2	0	0	0	0	0	0	0	0	0	40
13:30	0	27	7	1	1	1	0	0	0	0	0	0	0	0	0	37
13:45	0	28	6	0	1	1	0	0	0	0	0	0	0	0	0	36
14:00	0	23	9	0	0	0	0	1	0	0	0	0	0	0	0	33
Hour Total	0	106	31	1	3	4	0	1	0	0	0	0	0	0	0	146
14:15	0	21	9	1	1	0	0	0	0	0	0	0	0	0	0	32
14:30	0	38	11	1	0	3	0	0	0	0	0	0	0	0	0	53
14:45	0	12	18	1	1	0	0	1	1	0	0	0	0	0	0	34
15:00	0	27	13	0	0	2	0	0	0	0	0	0	0	0	0	42
Hour Total	0	98	51	3	2	5	0	1	1	0	0	0	0	0	0	161
15:15	0	29	13	0	0	1	0	0	0	0	0	0	0	0	0	43
15:30	0	24	6	0	0	2	0	0	0	0	0	0	0	0	0	32
15:45	0	22	11	2	0	0	0	0	0	0	0	0	0	0	0	35
16:00	0	19	10	0	1	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	94	40	2	1	3	0	0	0	0	0	0	0	0	0	140
16:15	0	15	9	0	2	0	0	0	0	0	0	0	0	0	0	26
16:30	0	36	17	0	1	0	0	0	0	0	0	0	0	0	0	54
16:45	0	19	8	0	0	0	0	0	0	0	0	0	0	0	0	27
17:00	0	34	23	0	0	0	0	0	0	0	0	0	0	0	0	57
Hour Total	0	104	57	0	3	0	0	0	0	0	0	0	0	0	0	164

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 2A  
 Site ID: 000000001269  
 Location: S. Rsocoe Blvd. NB (EB)  
 Direction: NORTH  
 Lane: 1

File: D0816014.prn  
 City: 16-221 AW Max  
 County: 30.13415, -81.38200

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
-----																
17:15	0	29	16	0	0	1	0	0	0	0	0	0	0	0	0	46
17:30	0	44	12	0	0	0	0	0	0	0	0	0	0	0	0	56
17:45	0	36	11	0	0	0	0	1	0	0	0	0	0	0	0	48
18:00	0	35	11	0	1	0	0	0	0	0	0	0	0	0	0	47
-----																
Hour Total	0	144	50	0	1	1	0	1	0	0	0	0	0	0	0	197
-----																
18:15	0	35	5	0	0	0	0	0	0	0	0	0	0	0	0	40
18:30	0	33	10	0	0	0	0	0	0	0	0	0	0	0	0	43
18:45	0	31	15	0	0	0	0	0	0	0	0	0	0	0	0	46
19:00	0	16	12	0	0	0	0	0	0	0	0	0	0	0	0	28
-----																
Hour Total	0	115	42	0	0	0	0	0	0	0	0	0	0	0	0	157
-----																
19:15	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
19:30	0	10	4	0	0	0	0	1	0	0	0	0	0	0	0	15
19:45	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
20:00	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
-----																
Hour Total	0	73	21	0	1	0	0	1	0	0	0	0	0	0	0	96
-----																
20:15	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	17
20:30	1	20	4	0	0	0	0	0	0	0	0	0	0	0	0	25
20:45	0	18	8	0	0	0	0	0	0	0	0	0	0	0	0	26
21:00	0	28	8	0	0	0	0	1	0	0	0	0	0	0	0	37
-----																
Hour Total	1	77	26	0	0	0	0	1	0	0	0	0	0	0	0	105
-----																
21:15	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	16
21:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
21:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
-----																
Hour Total	0	37	8	0	0	0	0	0	0	0	0	0	0	0	0	45
-----																
22:15	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	9
22:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
-----																
Hour Total	1	12	6	0	1	0	0	0	0	0	0	0	0	0	0	20
-----																
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
24:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
-----																
Hour Total	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
-----																
DAY TOTAL	10	1421	537	11	23	31	0	10	1	0	0	0	2	0	0	2046
PERCENTS	0.5%	69.5%	26.3%	0.6%	1.2%	1.5%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	96.1%															
Trucks & Buses	3.8%															
AM Times	09:45	08:00	07:30	07:00	08:45	08:45										08:30
AM Peaks	3	142	37	2	4	5	09:45									186
							2									
PM Times	12:15	17:30	16:30	14:00	13:00	14:30	14:00				14:00	12:15			17:00	
PM Peaks	1	150	64	3	5	6	2		1	2				207		



Station #: Site 2A  
 Site ID: 000000001269  
 Location: S. Rsocoe Blvd. NB (EB)  
 Direction: NORTH  
 Lane: 1

File: D0816014.prn  
 City: 16-221 AW Max  
 County: 30.13415, -81.38200

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
05:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	20
06:15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
06:30	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
06:45	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
07:00	0	4	7	1	1	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	30	15	1	1	0	0	0	0	0	0	0	0	0	0	47
07:15	0	9	4	1	0	0	0	0	0	0	0	0	0	0	0	14
07:30	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	24
07:45	0	36	12	1	0	0	0	0	0	0	0	0	0	0	0	49
08:00	0	30	7	0	0	1	0	0	0	0	0	0	0	0	0	38
Hour Total	0	87	35	2	0	1	0	0	0	0	0	0	0	0	0	125
08:15	0	30	6	0	0	1	0	0	0	0	0	0	0	0	0	37
08:30	1	47	10	0	0	0	0	0	0	0	0	0	0	0	0	58
08:45	3	49	17	1	2	0	1	0	1	1	0	0	0	0	0	75
09:00	2	46	11	1	0	1	0	0	1	0	0	1	0	0	0	63

Station #: Site 2A  
 Site ID: 000000001269  
 Location: S. Rsocoe Blvd. NB (EB)  
 Direction: NORTH  
 Lane: 1

File: D0816014.prn  
 City: 16-221 AW Max  
 County: 30.13415, -81.38200

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	6	172	44	2	2	2	1	0	2	1	0	1	0	0	0	233
09:15	0	11	16	1	1	0	0	0	0	0	0	0	0	0	0	29
09:30	0	12	5	0	0	2	0	2	0	0	0	0	0	0	0	21
09:45	1	20	8	0	0	0	0	0	0	0	0	0	0	0	0	29
10:00	1	11	3	0	0	2	0	0	0	0	0	0	0	0	0	17
Hour Total	2	54	32	1	1	4	0	2	0	0	0	0	0	0	0	96
10:15	1	9	5	0	0	0	0	0	0	0	0	0	0	0	0	15
10:30	0	10	10	0	0	2	0	1	0	0	0	0	0	0	0	23
10:45	0	15	7	0	0	0	0	0	0	0	0	0	0	0	0	22
11:00	0	16	5	0	0	1	0	0	0	0	0	0	0	0	0	22
Hour Total	1	50	27	0	0	3	0	1	0	0	0	0	0	0	0	82
11:15	0	16	12	0	0	0	0	1	0	0	0	0	0	0	0	29
11:30	0	15	10	0	0	3	0	1	0	0	0	0	0	0	0	29
11:45	0	15	8	0	1	0	0	1	0	0	0	0	0	0	0	25
12:00	0	20	7	0	0	1	0	0	0	0	0	0	0	0	0	28
Hour Total	0	66	37	0	1	4	0	3	0	0	0	0	0	0	0	111
12:15	0	14	7	0	0	2	0	0	0	0	0	0	0	0	0	23
12:30	0	16	4	0	0	2	0	0	0	0	0	0	0	0	0	22
12:45	0	14	7	0	1	2	0	0	0	0	0	0	0	0	0	24
13:00	1	19	10	0	0	0	0	0	0	1	0	0	0	0	0	31
Hour Total	1	63	28	0	1	6	0	0	0	1	0	0	0	0	0	100
13:15	0	12	10	0	0	0	0	0	0	0	0	0	0	0	0	22
13:30	0	23	4	0	1	0	0	0	0	0	0	0	0	0	0	28
13:45	0	27	10	0	2	2	0	0	1	0	0	0	0	0	0	42
14:00	0	20	6	0	1	1	0	0	0	0	0	0	0	0	0	28
Hour Total	0	82	30	0	4	3	0	0	1	0	0	0	0	0	0	120
14:15	0	28	11	0	1	0	0	0	0	0	0	0	0	0	0	40
14:30	0	32	10	1	1	1	0	1	1	0	0	0	0	0	0	47
14:45	0	19	5	0	0	2	0	0	0	0	0	0	0	0	0	26
15:00	0	20	10	0	0	2	0	0	0	0	0	0	0	0	0	32
Hour Total	0	99	36	1	2	5	0	1	1	0	0	0	0	0	0	145
15:15	0	20	13	1	0	1	0	0	0	0	0	0	0	0	0	35
15:30	0	36	14	1	0	1	0	0	1	0	0	0	0	0	0	53
15:45	0	32	9	1	0	2	0	0	0	0	0	0	0	0	0	44
16:00	0	28	17	0	0	0	0	0	0	0	0	0	0	0	0	45
Hour Total	0	116	53	3	0	4	0	0	1	0	0	0	0	0	0	177
16:15	0	27	13	0	2	0	0	0	0	0	0	0	0	0	0	42
16:30	0	28	16	1	0	0	0	1	0	0	0	0	0	0	0	46
16:45	0	24	13	0	1	0	0	0	0	0	0	0	0	0	0	38
17:00	0	33	13	1	0	0	0	0	0	0	0	0	0	0	0	47
Hour Total	0	112	55	2	3	0	0	1	0	0	0	0	0	0	0	173

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 2A  
 Site ID: 000000001269  
 Location: S. Rsocoe Blvd. NB (EB)  
 Direction: NORTH  
 Lane: 1

File: D0816014.prn  
 City: 16-221 AW Max  
 County: 30.13415, -81.38200

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	40	12	0	0	0	0	0	0	0	0	0	0	0	0	52
17:30	0	58	15	0	0	0	0	0	0	0	0	0	0	0	0	73
17:45	0	40	11	0	2	0	0	1	0	0	0	0	0	0	0	54
18:00	0	40	12	0	0	0	0	1	0	0	0	0	0	0	0	53
Hour Total	0	178	50	0	2	0	0	2	0	0	0	0	0	0	0	232
18:15	0	31	10	0	0	0	0	0	0	0	0	0	0	0	0	41
18:30	0	31	16	0	1	0	0	1	0	0	0	0	0	0	0	49
18:45	3	35	7	0	0	0	0	0	0	0	0	0	0	0	0	45
19:00	0	26	7	0	0	0	0	0	0	0	0	0	0	0	0	33
Hour Total	3	123	40	0	1	0	0	1	0	0	0	0	0	0	0	168
19:15	0	25	3	0	1	0	0	0	0	0	0	0	0	0	0	29
19:30	0	13	8	0	0	0	0	2	0	0	0	0	0	0	0	23
19:45	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
20:00	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	75	17	0	1	0	0	2	0	0	0	0	0	0	0	95
20:15	0	26	15	0	0	0	0	0	0	0	0	0	0	0	0	41
20:30	0	24	1	0	1	0	0	0	0	0	0	0	0	0	0	26
20:45	0	21	2	0	1	0	0	1	0	0	0	0	0	0	0	25
21:00	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	85	22	0	2	0	0	1	0	0	0	0	0	0	0	110
21:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
21:30	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
21:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	32
22:15	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	10
22:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	1	18	4	0	0	0	0	0	0	0	0	0	0	0	0	23
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
24:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
DAY TOTAL	14	1472	541	12	21	32	1	14	5	2	0	1	0	0	0	2115
PERCENTS	0.7%	69.6%	25.6%	0.6%	1.0%	1.6%	0.1%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		95.8%														
Trucks & Buses										4.1%						
AM Times	08:15	08:15	08:30	07:00	08:30	09:15	08:00	11:00	08:15	08:00		08:15				08:15
AM Peaks	6	172	54	3	3	4	1	3	2	1		1				233
PM Times	18:00	17:15	16:00	15:00	13:30	12:15		17:45	13:45	12:15						17:15
PM Peaks	3	178	59	3	5	6		3	2	1						232
GRAND TOTAL	28	4322	1572	34	76	83	1	33	10	4	0	1	2	0	0	6166
PERCENTS	0.5%	70.1%	25.5%	0.6%	1.3%	1.4%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 2B  
 Site ID: 000000003561  
 Location: Palm Valley Rd. WB  
 Direction: WEST  
 Lane: 1

File: WB.prn  
 City: 16-221 AW Max  
 County: 30.13658, -81.38083

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
00:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
04:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	18	1	0	0	1	0	0	0	0	0	0	0	0	0	20
05:15	0	5	1	1	0	0	0	0	1	0	0	0	0	0	0	8
05:30	0	12	5	0	0	0	0	0	1	0	0	0	0	0	0	18
05:45	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
06:00	0	13	7	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	43	19	1	0	0	0	0	2	0	0	0	0	0	0	65
06:15	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
06:30	1	34	7	1	1	0	0	0	0	0	0	0	0	0	0	44
06:45	0	38	8	0	0	0	0	0	0	0	0	0	0	0	0	46
07:00	0	63	17	0	1	0	0	0	0	0	0	0	0	0	0	81
Hour Total	1	156	37	1	2	0	0	0	0	0	0	0	0	0	0	197
07:15	0	79	26	1	1	1	0	0	2	0	0	0	0	0	0	110
07:30	0	102	28	0	2	1	0	0	0	0	0	0	0	0	0	133
07:45	0	107	32	8	3	0	0	1	0	0	0	0	0	0	0	151
08:00	0	112	29	0	0	1	0	0	1	0	0	0	0	0	0	143
Hour Total	0	400	115	9	6	3	0	1	3	0	0	0	0	0	0	537
08:15	1	176	42	2	0	2	0	0	0	0	0	0	0	0	0	223
08:30	1	233	61	1	1	4	0	1	0	0	0	0	0	0	0	302
08:45	0	230	52	2	2	0	0	0	0	0	0	0	0	0	0	286
09:00	0	237	47	6	0	0	0	0	0	0	0	0	0	0	0	290



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 2B  
 Site ID: 000000003561  
 Location: Palm Valley Rd. WB  
 Direction: WEST  
 Lane: 1

File: WB.prn  
 City: 16-221 AW Max  
 County: 30.13658, -81.38083

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	2	876	202	11	3	6	0	1	0	0	0	0	0	0	0	1101
09:15	0	99	45	9	4	1	1	1	0	0	0	0	0	0	0	160
09:30	0	66	30	1	1	2	0	0	0	0	0	0	0	0	0	100
09:45	0	79	28	0	3	1	0	1	3	0	0	0	0	0	0	115
10:00	0	69	19	0	2	2	0	1	0	0	0	0	0	0	0	93
Hour Total	0	313	122	10	10	6	1	3	3	0	0	0	0	0	0	468
10:15	0	61	16	1	4	1	0	1	1	0	0	0	0	0	0	85
10:30	0	62	28	0	0	0	0	0	2	0	0	0	0	0	0	92
10:45	0	97	31	2	3	1	1	1	3	0	0	0	0	0	0	139
11:00	0	82	32	0	1	3	0	0	2	0	0	0	0	0	0	120
Hour Total	0	302	107	3	8	5	1	2	8	0	0	0	0	0	0	436
11:15	0	77	38	1	3	1	0	1	0	0	0	0	0	0	0	121
11:30	0	86	26	0	2	1	0	1	0	0	0	0	0	0	0	116
11:45	0	98	24	0	3	3	0	1	0	0	0	0	0	0	0	129
12:00	0	86	27	0	0	0	0	0	0	0	0	0	0	0	0	113
Hour Total	0	347	115	1	8	5	0	3	0	0	0	0	0	0	0	479
12:15	0	111	35	1	2	2	1	0	0	0	0	0	0	0	0	152
12:30	1	78	33	1	1	1	0	0	0	0	0	0	0	0	0	115
12:45	1	102	19	1	3	3	0	0	2	0	0	0	0	0	0	131
13:00	1	91	33	0	2	3	0	0	3	0	0	0	0	0	0	133
Hour Total	3	382	120	3	8	9	1	0	5	0	0	0	0	0	0	531
13:15	0	110	34	0	2	0	0	0	0	0	0	0	0	0	0	146
13:30	0	83	26	0	1	1	0	1	0	0	0	0	0	0	0	112
13:45	2	89	23	0	0	3	1	0	0	0	0	0	0	0	0	118
14:00	0	90	26	0	3	4	0	1	1	0	0	0	0	0	0	125
Hour Total	2	372	109	0	6	8	1	2	1	0	0	0	0	0	0	501
14:15	0	104	33	5	1	0	0	1	0	0	0	0	0	0	0	144
14:30	0	103	36	0	2	1	0	0	3	0	0	0	0	0	0	145
14:45	0	112	29	2	2	1	0	1	0	0	0	0	0	0	0	147
15:00	1	108	29	0	4	2	1	2	0	0	0	0	0	0	0	147
Hour Total	1	427	127	7	9	4	1	4	3	0	0	0	0	0	0	583
15:15	0	152	43	3	3	2	1	1	1	0	0	0	0	0	0	206
15:30	0	154	52	1	1	1	0	0	0	0	0	0	0	0	0	209
15:45	1	150	61	5	5	0	0	0	0	0	0	0	0	0	0	222
16:00	0	124	45	5	1	2	0	2	1	0	0	0	0	0	0	180
Hour Total	1	580	201	14	10	5	1	3	2	0	0	0	0	0	0	817
16:15	1	154	61	2	3	0	0	1	0	0	0	0	0	0	0	222
16:30	2	146	32	1	3	1	0	1	0	0	0	0	0	0	0	186
16:45	0	157	35	2	4	1	0	1	0	0	0	0	0	0	0	200
17:00	0	160	50	6	3	2	0	2	0	0	0	0	0	0	0	223
Hour Total	3	617	178	11	13	4	0	5	0	0	0	0	0	0	0	831

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 2B  
 Site ID: 000000003561  
 Location: Palm Valley Rd. WB  
 Direction: WEST  
 Lane: 1

File: WB.prn  
 City: 16-221 AW Max  
 County: 30.13658, -81.38083

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
-----																
17:15	1	206	52	1	1	0	0	0	0	0	0	0	0	0	0	261
17:30	1	212	57	1	1	0	0	0	1	0	0	0	0	0	0	273
17:45	1	197	51	1	1	0	0	1	0	0	0	0	0	0	0	252
18:00	0	199	48	0	2	0	0	0	0	0	0	0	0	0	0	249
Hour Total	3	814	208	3	5	0	0	1	1	0	0	0	0	0	0	1035
-----																
18:15	0	177	43	0	2	2	0	1	0	0	0	0	0	0	0	225
18:30	0	167	29	0	0	3	0	0	0	0	0	0	0	0	0	199
18:45	0	142	35	0	0	0	0	0	0	0	0	1	1	0	0	179
19:00	1	125	33	0	4	0	0	0	0	0	0	0	0	0	0	163
Hour Total	1	611	140	0	6	5	0	1	0	0	0	1	1	0	0	766
-----																
19:15	0	88	20	0	0	0	0	0	0	0	0	0	0	0	0	108
19:30	1	81	31	0	1	0	0	0	0	0	0	0	0	0	0	114
19:45	0	82	25	0	0	0	0	0	0	0	0	0	0	0	0	107
20:00	4	72	16	0	0	0	0	0	0	0	0	0	0	0	0	92
Hour Total	5	323	92	0	1	0	0	0	0	0	0	0	0	0	0	421
-----																
20:15	0	73	15	0	0	0	0	0	0	0	0	0	0	0	0	88
20:30	1	71	15	0	0	0	0	0	0	0	0	0	0	0	0	87
20:45	0	52	14	0	0	0	0	0	0	0	0	0	0	0	0	66
21:00	0	59	9	0	0	0	0	0	0	0	0	0	0	0	0	68
Hour Total	1	255	53	0	0	0	0	0	0	0	0	0	0	0	0	309
-----																
21:15	0	53	10	0	0	0	0	0	0	0	0	0	0	0	0	63
21:30	0	38	8	0	1	0	0	0	0	0	0	0	0	0	0	47
21:45	0	32	4	0	0	0	0	0	0	0	0	0	0	0	0	36
22:00	4	26	5	0	0	0	0	0	0	0	0	0	0	0	0	35
Hour Total	4	149	27	0	1	0	0	0	0	0	0	0	0	0	0	181
-----																
22:15	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
22:30	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	32
22:45	0	12	5	0	0	0	0	0	1	0	0	0	0	0	0	18
23:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	70	13	0	0	0	0	0	1	0	0	0	0	0	0	84
-----																
23:15	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
23:30	0	9	6	0	0	0	0	1	0	0	0	0	0	0	0	16
23:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
24:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	44	13	0	0	0	0	1	0	0	0	0	0	0	0	58
-----																
DAY TOTAL	27	7133	2007	74	96	61	6	27	29	0	0	1	1	0	0	9462
PERCENTS	0.3%	75.4%	21.3%	0.8%	1.1%	0.6%	0.0%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	96.8%															
Trucks & Buses	3.1%															
-----																
AM Times	07:45	08:15	08:30	08:30	09:15	11:00	08:30	09:15	10:15							08:15
AM Peaks	2	876	205	18	10	8	1	3	8							1101
-----																
PM Times	19:15	17:15	15:30	15:15	15:00	12:15	14:30	16:00	12:15	18:00		18:00				
PM Peaks	5	814	219	14	13	9	2	5	5	1		1	1035			

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 2B  
 Site ID: 000000003561  
 Location: Palm Valley Rd. WB  
 Direction: WEST  
 Lane: 1

File: WB.prn  
 City: 16-221 AW Max  
 County: 30.13658, -81.38083

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
02:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
05:15	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	13	6	0	0	1	0	0	0	0	0	0	0	0	0	20
05:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
06:00	0	32	8	0	0	0	0	1	0	0	0	0	0	0	0	41
Hour Total	0	57	16	1	0	1	0	1	0	0	0	0	0	0	0	76
06:15	0	33	8	0	0	0	0	0	0	0	0	0	0	0	0	41
06:30	0	32	8	1	1	1	0	0	0	0	0	0	0	0	0	43
06:45	0	41	11	0	0	1	0	0	1	0	0	0	0	0	0	54
07:00	1	49	14	0	0	1	0	1	2	0	0	0	0	0	0	68
Hour Total	1	155	41	1	1	3	0	1	3	0	0	0	0	0	0	206
07:15	1	84	24	1	0	0	0	0	0	0	0	0	0	0	0	110
07:30	0	87	47	0	2	0	0	0	0	0	0	0	0	0	0	136
07:45	0	115	27	8	0	0	0	0	0	0	0	0	0	0	0	150
08:00	0	108	26	0	0	2	0	0	0	0	0	0	0	0	0	136
Hour Total	1	394	124	9	2	2	0	0	0	0	0	0	0	0	0	532
08:15	0	186	42	1	0	1	0	1	0	0	0	0	0	0	0	231
08:30	0	237	49	1	0	0	0	0	0	0	0	0	0	0	0	287
08:45	0	260	56	0	2	0	0	0	1	0	0	0	1	0	0	320
09:00	0	233	51	6	1	1	0	0	0	0	0	0	0	0	0	292

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 2B  
 Site ID: 000000003561  
 Location: Palm Valley Rd. WB  
 Direction: WEST  
 Lane: 1

File: WB.prn  
 City: 16-221 AW Max  
 County: 30.13658, -81.38083

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	916	198	8	3	2	0	1	1	0	0	0	1	0	0	1130
09:15	0	94	27	8	1	2	0	1	0	0	0	0	0	0	0	133
09:30	0	72	28	0	3	3	0	0	0	0	0	0	0	0	0	106
09:45	0	73	18	0	3	0	0	0	0	0	0	0	0	0	0	94
10:00	0	66	27	0	1	1	0	1	1	0	0	0	0	0	0	97
Hour Total	0	305	100	8	8	6	0	2	1	0	0	0	0	0	0	430
10:15	0	71	20	0	2	3	0	0	2	1	0	0	0	0	0	99
10:30	0	62	32	3	1	6	0	0	0	0	0	0	0	0	0	104
10:45	0	76	28	0	1	2	0	1	0	0	0	0	0	0	0	108
11:00	0	66	18	0	0	0	0	1	0	0	0	0	0	0	0	85
Hour Total	0	275	98	3	4	11	0	2	2	1	0	0	0	0	0	396
11:15	0	67	32	1	1	3	0	0	0	0	0	0	0	0	0	104
11:30	0	83	27	0	0	4	1	0	0	0	0	0	0	0	0	115
11:45	0	87	25	1	3	2	0	2	0	0	0	0	0	0	0	120
12:00	0	75	22	0	3	1	0	0	0	0	0	0	0	0	0	101
Hour Total	0	312	106	2	7	10	1	2	0	0	0	0	0	0	0	440
12:15	0	100	21	0	0	2	0	0	1	0	0	0	0	0	0	124
12:30	0	105	25	0	2	3	1	1	0	0	0	0	0	0	0	137
12:45	0	80	35	1	0	3	0	0	0	0	0	0	0	0	0	119
13:00	0	89	41	0	2	2	1	0	2	0	0	0	0	0	0	137
Hour Total	0	374	122	1	4	10	2	1	3	0	0	0	0	0	0	517
13:15	1	97	38	3	1	2	0	0	0	0	0	0	0	0	0	142
13:30	0	96	26	1	1	2	0	1	0	0	0	0	0	0	0	127
13:45	0	84	45	2	2	7	0	0	0	0	0	0	0	0	0	140
14:00	0	88	40	0	2	2	0	0	1	0	0	0	0	0	0	133
Hour Total	1	365	149	6	6	13	0	1	1	0	0	0	0	0	0	542
14:15	0	132	39	3	4	3	0	2	0	0	0	0	0	0	0	183
14:30	1	139	45	1	1	2	0	0	0	0	1	0	0	0	0	190
14:45	1	104	37	5	2	3	0	1	0	0	0	0	0	0	0	153
15:00	0	112	32	5	1	0	0	0	0	0	0	0	0	0	0	150
Hour Total	2	487	153	14	8	8	0	3	0	0	1	0	0	0	0	676
15:15	0	128	53	4	3	2	0	1	0	0	0	0	0	0	0	191
15:30	0	154	44	2	2	6	0	0	0	0	0	0	0	0	0	208
15:45	1	133	46	2	4	2	0	0	0	0	0	0	0	0	0	188
16:00	4	134	38	7	3	1	0	0	1	0	1	0	0	0	0	189
Hour Total	5	549	181	15	12	11	0	1	1	0	1	0	0	0	0	776
16:15	0	160	41	2	2	2	0	0	0	0	1	0	0	0	0	208
16:30	0	162	52	0	3	1	0	0	0	0	0	0	0	0	0	218
16:45	0	156	61	0	1	1	0	1	0	0	0	0	0	0	0	220
17:00	0	177	44	0	1	0	0	0	0	0	0	0	0	0	0	222
Hour Total	0	655	198	2	7	4	0	1	0	0	1	0	0	0	0	868



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 2B  
 Site ID: 000000003561  
 Location: Palm Valley Rd. WB  
 Direction: WEST  
 Lane: 1

File: WB.prn  
 City: 16-221 AW Max  
 County: 30.13658, -81.38083

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total	
-----																	
17:15	0	183	41	0	1	0	0	0	0	0	0	0	0	0	0	225	
17:30	2	200	52	0	3	1	0	0	1	0	0	0	0	0	0	259	
17:45	0	204	60	0	1	0	0	0	1	0	0	0	0	0	0	266	
18:00	3	196	57	0	1	0	0	0	0	0	0	1	0	0	0	258	
Hour Total	5	783	210	0	6	1	0	0	2	0	0	1	0	0	0	1008	
-----																	
18:15	0	140	34	1	0	0	0	1	1	0	0	0	0	0	0	177	
18:30	0	168	42	0	1	0	0	0	0	0	0	0	0	0	0	211	
18:45	0	143	31	0	0	1	0	0	0	0	0	0	0	0	0	175	
19:00	0	122	27	0	0	0	0	0	0	0	0	0	0	0	0	149	
Hour Total	0	573	134	1	1	1	0	1	1	0	0	0	0	0	0	712	
-----																	
19:15	1	101	27	0	1	0	0	1	0	0	0	0	0	0	0	131	
19:30	0	96	18	0	1	0	0	0	0	0	0	0	0	0	0	115	
19:45	0	96	15	0	0	0	0	1	0	0	0	0	0	0	0	112	
20:00	0	84	12	0	1	0	0	0	0	0	0	0	0	0	0	97	
Hour Total	1	377	72	0	3	0	0	2	0	0	0	0	0	0	0	455	
-----																	
20:15	1	67	8	0	0	0	0	0	0	0	0	0	0	0	0	76	
20:30	0	71	25	0	0	0	0	0	0	0	0	0	0	0	0	96	
20:45	0	75	12	0	0	0	0	0	0	0	0	0	0	0	0	87	
21:00	1	64	18	0	0	0	0	0	0	0	0	0	0	0	0	83	
Hour Total	2	277	63	0	0	0	0	0	0	0	0	0	0	0	0	342	
-----																	
21:15	0	53	10	0	0	0	0	0	0	0	0	0	0	0	0	63	
21:30	0	50	4	0	0	0	0	0	0	0	0	0	0	0	0	54	
21:45	0	40	13	0	0	0	0	0	0	0	0	0	0	0	0	53	
22:00	0	29	8	0	0	0	0	0	0	0	0	0	0	0	0	37	
Hour Total	0	172	35	0	0	0	0	0	0	0	0	0	0	0	0	207	
-----																	
22:15	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27	
22:30	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21	
22:45	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27	
23:00	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16	
Hour Total	0	78	13	0	0	0	0	0	0	0	0	0	0	0	0	91	
-----																	
23:15	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14	
23:30	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17	
23:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9	
24:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10	
Hour Total	0	41	9	0	0	0	0	0	0	0	0	0	0	0	0	50	
-----																	
DAY TOTAL	18	7199	2031	71	73	83	3	19	15	1	3	1	1	0	0	9518	
PERCENTS	0.2%	75.7%	21.4%	0.8%	0.8%	0.9%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	
Passenger Vehicles	97.1%																
Trucks & Buses	2.8%																
AM Times	06:30	08:15	08:15	08:30	09:30	10:00	10:45	11:00	06:15	09:30					08:00	08:15	
AM Peaks	2	916	198	15	9	12	1	3	3	1					1	1130	
PM Times	15:15	17:15	17:15	14:45	15:15	13:30	12:15	13:30	12:15	15:30		17:15					
PM Peaks	5	783	210	16	12	14	2	3	3	2		1	1008				

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 2B  
 Site ID: 000000003561  
 Location: Palm Valley Rd. WB  
 Direction: WEST  
 Lane: 1

File: WB.prn  
 City: 16-221 AW Max  
 County: 30.13658, -81.38083

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
-----																
00:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:45	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
-----																
Hour Total	1	20	4	0	0	0	0	0	0	0	0	0	0	0	0	25
-----																
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	4
01:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
-----																
Hour Total	0	9	3	0	0	0	0	0	0	1	0	0	0	0	0	13
-----																
02:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
-----																
Hour Total	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
-----																
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
-----																
Hour Total	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
-----																
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	5	1	0	1	0	0	1	0	0	0	0	0	0	0	8
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
-----																
Hour Total	0	12	2	0	1	0	0	1	0	0	0	0	0	0	0	16
-----																
05:15	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	7
05:30	0	7	5	0	0	1	0	0	0	0	0	0	0	0	0	13
05:45	0	9	2	0	1	0	0	0	0	0	0	0	0	0	0	12
06:00	0	12	7	0	0	1	0	0	1	0	0	0	0	0	0	21
-----																
Hour Total	0	31	17	1	1	2	0	0	1	0	0	0	0	0	0	53
-----																
06:15	0	42	14	0	0	0	0	0	0	0	0	0	0	0	0	56
06:30	0	31	5	1	1	1	0	0	0	0	0	0	0	0	0	39
06:45	0	30	16	1	0	2	0	1	0	0	0	0	0	0	0	50
07:00	0	41	16	0	2	0	0	0	0	0	0	0	0	0	0	59
-----																
Hour Total	0	144	51	2	3	3	0	1	0	0	0	0	0	0	0	204
-----																
07:15	1	75	17	1	1	0	0	0	0	0	0	0	0	0	0	95
07:30	0	85	27	0	1	1	0	0	0	0	0	0	0	0	0	114
07:45	0	98	25	8	1	1	0	0	0	0	0	0	0	0	0	133
08:00	0	106	31	0	0	2	0	1	1	0	0	0	0	0	0	141
-----																
Hour Total	1	364	100	9	3	4	0	1	1	0	0	0	0	0	0	483
-----																
08:15	1	189	45	1	1	1	0	0	0	0	0	0	0	0	0	238
08:30	0	238	60	1	2	6	0	0	0	0	0	0	0	0	0	307
08:45	1	291	53	0	0	1	0	1	1	0	0	0	1	0	0	349
09:00	0	229	44	3	0	3	0	0	0	1	0	0	0	0	0	280

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 2B  
 Site ID: 000000003561  
 Location: Palm Valley Rd. WB  
 Direction: WEST  
 Lane: 1

File: WB.prn  
 City: 16-221 AW Max  
 County: 30.13658, -81.38083

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	2	947	202	5	3	11	0	1	1	1	0	0	1	0	0	1174
09:15	0	122	30	11	6	2	0	0	0	0	0	0	0	0	0	171
09:30	1	87	22	0	2	3	0	0	1	0	0	0	0	0	0	116
09:45	0	87	27	1	1	3	0	2	1	0	0	0	0	0	0	122
10:00	0	80	19	0	1	2	0	0	0	0	0	0	0	0	0	102
Hour Total	1	376	98	12	10	10	0	2	2	0	0	0	0	0	0	511
10:15	0	83	30	0	0	4	0	0	0	0	0	0	0	0	0	117
10:30	0	71	31	0	3	3	0	1	0	0	0	0	1	0	0	110
10:45	0	86	29	1	1	1	1	0	0	0	0	0	0	0	0	119
11:00	0	79	31	0	1	3	0	2	0	0	0	0	0	0	0	116
Hour Total	0	319	121	1	5	11	1	3	0	0	0	0	1	0	0	462
11:15	0	80	26	0	1	5	0	0	1	0	0	0	0	0	0	113
11:30	0	90	26	0	4	6	0	2	0	0	0	0	0	0	0	128
11:45	1	74	29	0	1	2	0	0	3	0	0	0	0	0	0	110
12:00	1	84	32	0	3	4	0	1	0	0	0	0	0	0	0	125
Hour Total	2	328	113	0	9	17	0	3	4	0	0	0	0	0	0	476
12:15	1	100	40	0	2	1	0	0	0	0	0	0	0	0	0	144
12:30	0	84	36	0	2	8	0	0	1	0	0	0	0	0	0	131
12:45	0	97	35	0	2	4	0	2	1	0	0	0	0	0	0	141
13:00	1	93	32	0	2	7	0	1	0	0	0	0	0	0	0	136
Hour Total	2	374	143	0	8	20	0	3	2	0	0	0	0	0	0	552
13:15	1	97	35	0	2	1	0	0	0	0	0	0	0	0	0	136
13:30	0	91	30	0	1	3	0	1	0	0	0	0	0	0	0	126
13:45	1	87	30	0	2	6	0	1	0	0	0	0	0	0	0	127
14:00	0	87	36	0	3	3	0	0	0	0	0	0	0	0	0	129
Hour Total	2	362	131	0	8	13	0	2	0	0	0	0	0	0	0	518
14:15	0	103	36	4	0	2	0	0	0	0	0	0	0	0	0	145
14:30	1	122	37	1	1	1	0	2	0	0	0	0	0	0	0	165
14:45	0	116	41	1	0	5	0	0	0	0	0	0	0	0	0	163
15:00	0	99	44	1	0	2	0	0	0	0	0	0	0	0	0	146
Hour Total	1	440	158	7	1	10	0	2	0	0	0	0	0	0	0	619
15:15	0	155	52	4	1	4	0	0	1	0	0	0	0	0	0	217
15:30	0	155	53	0	2	2	0	0	1	0	0	0	0	0	0	213
15:45	0	162	44	3	3	2	0	0	1	0	0	0	0	0	0	215
16:00	2	134	33	6	1	2	0	1	1	0	1	0	0	0	0	181
Hour Total	2	606	182	13	7	10	0	1	4	0	1	0	0	0	0	826
16:15	1	152	36	4	8	1	0	1	0	0	1	0	0	0	0	204
16:30	0	170	49	0	2	2	0	0	0	0	0	0	0	0	0	223
16:45	1	169	49	4	3	3	0	0	0	0	0	0	0	0	0	229
17:00	1	164	49	5	5	0	0	0	0	0	0	0	0	0	0	224
Hour Total	3	655	183	13	18	6	0	1	0	0	1	0	0	0	0	880

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 2B  
 Site ID: 000000003561  
 Location: Palm Valley Rd. WB  
 Direction: WEST  
 Lane: 1

File: WB.prn  
 City: 16-221 AW Max  
 County: 30.13658, -81.38083

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	1	175	56	2	4	1	0	0	0	0	0	0	0	0	0	239
17:30	0	235	61	1	1	1	0	0	0	0	0	0	0	0	0	299
17:45	0	212	60	0	1	0	0	0	0	0	0	0	0	0	0	273
18:00	1	209	49	0	3	0	0	0	0	0	0	0	0	0	0	262
Hour Total	2	831	226	3	9	2	0	0	0	0	0	0	0	0	0	1073
18:15	1	186	44	0	2	0	0	0	0	0	0	0	0	0	0	233
18:30	0	172	57	0	0	0	0	0	0	0	0	0	0	0	0	229
18:45	0	132	40	1	1	0	0	2	1	0	0	0	0	0	0	177
19:00	0	134	37	0	0	0	0	0	0	0	0	0	0	0	0	171
Hour Total	1	624	178	1	3	0	0	2	1	0	0	0	0	0	0	810
19:15	0	112	23	0	0	0	0	0	0	0	0	0	0	0	0	135
19:30	1	107	19	0	0	0	0	0	1	0	0	0	0	0	0	128
19:45	0	83	16	0	0	0	0	0	0	0	0	0	0	0	0	99
20:00	0	65	21	0	1	0	0	0	0	0	0	0	0	0	0	87
Hour Total	1	367	79	0	1	0	0	0	1	0	0	0	0	0	0	449
20:15	0	89	26	0	1	0	0	1	0	0	0	0	0	0	0	117
20:30	1	76	17	0	0	0	0	0	0	0	0	0	0	0	0	94
20:45	0	71	14	0	0	0	0	0	0	0	0	0	0	0	0	85
21:00	1	59	15	0	0	0	0	0	0	0	0	0	0	0	0	75
Hour Total	2	295	72	0	1	0	0	1	0	0	0	0	0	0	0	371
21:15	0	69	15	0	0	0	0	0	0	0	0	0	0	0	0	84
21:30	0	67	6	0	0	0	0	1	0	0	0	0	0	0	0	74
21:45	3	43	12	0	0	0	0	0	0	0	0	0	0	0	0	58
22:00	0	32	7	0	0	0	0	0	0	0	0	0	0	0	0	39
Hour Total	3	211	40	0	0	0	0	1	0	0	0	0	0	0	0	255
22:15	0	27	10	0	0	0	0	0	0	0	0	0	0	0	0	37
22:30	0	37	2	0	0	0	0	0	0	0	0	0	0	0	0	39
22:45	1	16	2	0	0	0	0	0	0	0	0	0	0	0	0	19
23:00	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	1	96	16	0	0	0	0	0	0	0	0	0	0	0	0	113
23:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
23:30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
23:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
24:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	36	5	0	0	0	0	0	0	0	0	0	0	0	0	41
DAY TOTAL	27	7457	2127	67	91	119	1	25	17	2	2	0	2	0	0	9937
PERCENTS	0.3%	75.1%	21.5%	0.7%	1.0%	1.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		96.7%														
Trucks & Buses										3.2%						
AM Times	08:00	08:15	08:15	08:30	09:15	11:15	10:00	10:45	11:00	00:45			08:00			08:15
AM Peaks	2	947	202	15	10	17	1	4	4	1			1			1174
PM Times	16:00	17:30	17:00	16:00	16:15	12:15		12:45	15:15		15:30					17:15
PM Peaks	4	842	226	14	18	20		4	4		2					1073
GRAND TOTAL	72	6165	212	260	263	10	71	61	3	5	2	4	0			28917
PERCENTS	0.3%	75.4%	21.4%	0.8%	0.8%	0.9%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%





Station #: Site 3A  
 Site ID: 000000003587  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.17797, -81.38828

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
00:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	6
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	5
05:00	1	8	0	0	0	0	0	0	0	1	0	0	0	0	0	10
Hour Total	1	14	1	0	0	0	0	0	0	3	0	0	0	0	0	19
05:15	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	10
05:30	0	11	1	0	0	0	1	0	0	0	0	0	0	0	0	13
05:45	0	9	6	0	0	1	0	0	0	0	0	0	0	0	0	16
06:00	2	8	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	4	34	10	0	0	1	1	0	0	0	0	0	0	0	0	50
06:15	1	10	1	0	0	1	0	0	0	0	0	0	0	0	0	13
06:30	3	30	8	0	0	1	1	0	0	0	0	0	0	0	0	43
06:45	2	21	5	0	0	0	0	0	0	0	0	0	0	0	0	28
07:00	1	32	15	0	0	1	2	0	0	0	0	0	0	0	0	51
Hour Total	7	93	29	0	0	3	3	0	0	0	0	0	0	0	0	135
07:15	5	52	18	0	1	2	0	0	1	0	0	0	0	0	0	79
07:30	8	78	19	0	0	1	1	0	7	0	0	0	0	0	0	114
07:45	12	47	3	0	0	0	2	0	2	1	0	0	2	0	0	69
08:00	33	33	5	1	0	0	3	0	3	0	0	1	9	0	0	88
Hour Total	58	210	45	1	1	3	6	0	13	1	0	1	11	0	0	350
08:15	32	37	6	0	0	1	2	0	1	1	0	3	6	0	0	89
08:30	21	55	4	1	0	0	0	0	3	1	0	6	8	0	0	99
08:45	11	65	16	0	1	2	1	1	3	1	0	3	8	0	0	112
09:00	20	80	27	1	0	2	0	0	1	0	0	0	1	0	0	132

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 3A  
 Site ID: 000000003587  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.17797, -81.38828

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	84	237	53	2	1	5	3	1	8	3	0	12	23	0	0	432
09:15	14	69	27	0	1	2	3	1	0	0	0	1	0	0	0	118
09:30	13	49	16	0	0	1	2	0	3	2	0	2	2	0	0	90
09:45	9	55	20	0	1	4	2	0	1	0	0	0	0	0	0	92
10:00	10	54	20	0	0	0	1	0	1	1	0	0	0	0	0	87
Hour Total	46	227	83	0	2	7	8	1	5	3	0	3	2	0	0	387
10:15	17	60	19	0	0	1	1	0	0	1	0	1	0	0	0	100
10:30	7	60	17	0	0	1	4	0	1	0	0	1	0	0	0	91
10:45	0	74	22	0	2	1	0	0	1	0	0	0	0	0	0	100
11:00	0	75	23	0	1	3	0	0	1	0	0	0	0	0	0	103
Hour Total	24	269	81	0	3	6	5	0	3	1	0	2	0	0	0	394
11:15	0	85	22	0	0	1	0	1	0	0	0	0	0	0	0	109
11:30	0	95	18	0	5	1	0	1	0	0	0	0	0	0	0	120
11:45	1	71	20	0	1	0	0	0	0	0	0	0	0	0	0	93
12:00	1	92	22	0	1	1	0	0	0	0	0	0	0	0	0	117
Hour Total	2	343	82	0	7	3	0	2	0	0	0	0	0	0	0	439
12:15	0	82	27	0	1	0	0	1	0	0	0	0	0	0	0	111
12:30	0	91	23	0	2	0	0	0	0	0	0	0	0	0	0	116
12:45	0	79	30	0	2	2	0	0	1	0	0	0	0	0	0	114
13:00	0	105	23	0	4	0	0	1	0	0	0	0	0	0	0	133
Hour Total	0	357	103	0	9	2	0	2	1	0	0	0	0	0	0	474
13:15	0	92	28	0	0	2	0	1	0	0	0	0	0	0	0	123
13:30	0	80	22	0	1	0	0	0	0	0	0	0	0	0	0	103
13:45	0	118	20	0	0	1	0	0	0	0	0	0	0	0	0	139
14:00	0	111	25	0	2	2	0	0	1	0	0	0	0	0	0	141
Hour Total	0	401	95	0	3	5	0	1	1	0	0	0	0	0	0	506
14:15	0	109	23	1	3	0	0	0	1	0	0	0	0	0	0	137
14:30	0	79	16	0	2	1	0	1	1	0	0	0	0	0	0	100
14:45	0	92	13	0	1	2	0	0	0	0	0	1	1	0	0	110
15:00	0	49	6	0	0	0	0	0	0	0	0	0	0	0	0	55
Hour Total	0	329	58	1	6	3	0	1	2	0	0	1	1	0	0	402
15:15	0	112	21	0	1	0	0	0	0	1	0	0	0	0	0	135
15:30	1	101	25	0	2	1	0	1	0	0	0	0	1	0	0	132
15:45	0	99	24	0	1	0	0	0	1	0	0	0	1	0	0	126
16:00	0	133	25	0	3	1	0	1	0	0	0	0	0	0	0	163
Hour Total	1	445	95	0	7	2	0	2	1	1	0	0	2	0	0	556
16:15	0	134	25	0	0	0	0	0	0	0	0	0	0	0	0	159
16:30	0	116	25	0	3	0	0	0	0	0	0	0	0	0	0	144
16:45	2	130	26	1	4	0	0	0	0	0	0	0	0	0	0	163
17:00	0	160	30	2	3	0	0	1	0	0	0	0	0	0	0	196
Hour Total	2	540	106	3	10	0	0	1	0	0	0	0	0	0	0	662

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 3A  
 Site ID: 000000003587  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.17797, -81.38828

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	165	32	2	0	0	0	0	0	0	0	0	0	0	0	199
17:30	0	154	21	2	2	0	0	0	0	0	0	0	0	0	0	179
17:45	0	144	31	0	0	0	0	0	0	0	0	0	0	0	0	175
18:00	0	149	21	0	1	2	0	1	0	0	1	0	0	0	0	175
Hour Total	0	612	105	4	3	2	0	1	0	0	1	0	0	0	0	728
18:15	0	145	28	0	1	2	0	0	0	0	0	0	0	0	0	176
18:30	0	155	17	0	1	0	0	0	0	0	0	0	0	0	0	173
18:45	1	129	26	0	2	0	0	0	0	0	0	0	0	0	0	158
19:00	0	98	20	0	1	0	0	0	0	0	0	0	0	0	0	119
Hour Total	1	527	91	0	5	2	0	0	0	0	0	0	0	0	0	626
19:15	0	75	12	0	0	0	0	0	0	0	0	0	0	0	0	87
19:30	0	86	27	0	0	0	0	0	0	0	0	0	0	0	0	113
19:45	0	78	15	0	0	0	0	0	0	0	0	0	0	0	0	93
20:00	0	74	20	0	1	0	0	0	0	0	0	0	0	0	0	95
Hour Total	0	313	74	0	1	0	0	0	0	0	0	0	0	0	0	388
20:15	0	72	8	0	0	0	0	0	0	0	0	0	0	0	0	80
20:30	0	79	9	0	0	0	0	0	1	0	0	0	0	0	0	89
20:45	0	60	7	0	0	0	0	0	0	0	0	0	0	0	0	67
21:00	0	66	7	0	0	0	0	0	0	0	0	0	0	0	0	73
Hour Total	0	277	31	0	0	0	0	0	1	0	0	0	0	0	0	309
21:15	0	47	7	0	0	0	0	0	0	0	0	0	0	0	0	54
21:30	0	36	6	0	0	0	0	0	0	0	0	0	0	0	0	42
21:45	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
22:00	0	28	1	0	0	0	0	0	0	0	0	0	0	0	0	29
Hour Total	0	135	18	0	0	0	0	0	0	0	0	0	0	0	0	153
22:15	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	29
22:30	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	23
22:45	0	13	4	0	0	0	0	0	1	0	0	0	0	0	0	18
23:00	0	14	2	0	0	0	0	0	1	0	0	0	0	0	0	17
Hour Total	0	71	14	0	0	0	0	0	2	0	0	0	0	0	0	87
23:15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
23:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
23:45	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
24:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	38
DAY TOTAL	231	5502	1179	11	58	44	27	12	37	12	1	19	39	0	0	7172
PERCENTS	3.3%	76.8%	16.5%	0.2%	0.9%	0.6%	0.3%	0.1%	0.5%	0.1%	0.0%	0.2%	0.5%	0.0%	0.0%	100%
Passenger Vehicles		96.3%														
Trucks & Buses										3.6%						
AM Times	07:45	11:15	09:00	07:45	10:45	09:00	07:30	08:30	07:15	09:30		08:00	08:00			08:30
AM Peaks	98	343	90	2	8	9	8	2	13	4		13	31			461
PM Times	16:00	17:00	17:00	16:45	16:00	13:15		12:15	13:45	14:30	17:15	14:00	14:45			17:00
PM Peaks	2	623	114	7	10	5		2	3	1	1	1	2			749

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 3A  
 Site ID: 000000003587  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.17797, -81.38828

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
-----																
00:15	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
00:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	25	6	0	0	0	0	0	0	0	0	0	0	0	0	31
-----																
01:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
-----																
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
-----																
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	6
-----																
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
05:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	11	1	0	0	0	0	0	1	0	0	0	0	0	0	13
-----																
05:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
05:30	0	11	3	0	0	1	0	0	0	0	0	0	0	0	0	15
05:45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
06:00	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	47	10	0	0	1	0	0	0	0	0	0	0	0	0	58
-----																
06:15	0	21	3	1	0	0	0	0	0	0	0	0	0	0	0	25
06:30	1	13	2	0	0	1	0	0	0	0	0	0	0	0	0	17
06:45	0	22	10	0	0	0	0	1	0	0	0	0	0	0	0	33
07:00	0	35	9	0	0	0	0	0	0	0	0	0	0	0	0	44
Hour Total	1	91	24	1	0	1	0	1	0	0	0	0	0	0	0	119
-----																
07:15	0	57	17	1	1	0	0	0	0	0	0	0	0	0	0	76
07:30	0	94	27	2	1	0	0	0	0	0	0	0	0	0	0	124
07:45	0	62	18	0	0	0	0	0	0	0	0	0	0	0	0	80
08:00	1	75	17	0	0	1	0	0	1	0	0	0	0	0	0	95
Hour Total	1	288	79	3	2	1	0	0	1	0	0	0	0	0	0	375
-----																
08:15	0	78	17	0	0	0	0	0	0	0	0	0	0	0	0	95
08:30	0	96	18	0	2	0	0	0	0	0	0	0	1	0	0	117
08:45	0	95	20	1	2	1	0	0	1	0	0	0	0	0	0	120
09:00	0	84	23	3	3	0	0	0	0	0	0	0	0	0	0	113



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 3A  
 Site ID: 000000003587  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.17797, -81.38828

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	353	78	4	7	1	0	0	1	0	0	0	1	0	0	445
09:15	0	71	21	1	2	2	0	0	0	0	0	0	0	0	0	97
09:30	0	52	26	0	2	1	0	1	0	0	0	0	0	0	0	82
09:45	0	57	21	0	1	1	0	0	0	0	0	0	0	0	0	80
10:00	0	51	25	0	1	2	0	0	1	0	0	0	0	0	0	80
Hour Total	0	231	93	1	6	6	0	1	1	0	0	0	0	0	0	339
10:15	0	51	23	0	0	2	0	0	0	0	0	0	0	0	0	76
10:30	0	67	20	0	3	2	0	0	1	0	0	0	0	0	0	93
10:45	0	70	19	0	0	0	0	1	0	0	0	0	0	0	0	90
11:00	1	67	22	0	0	2	0	0	0	0	0	0	0	0	0	92
Hour Total	1	255	84	0	3	6	0	1	1	0	0	0	0	0	0	351
11:15	0	82	16	0	1	1	0	0	0	0	0	0	0	0	0	100
11:30	0	80	22	0	0	4	0	1	0	0	0	0	0	0	0	107
11:45	0	75	25	0	3	0	0	0	0	0	0	0	0	0	0	103
12:00	0	71	31	0	3	1	0	0	0	0	0	0	0	0	0	106
Hour Total	0	308	94	0	7	6	0	1	0	0	0	0	0	0	0	416
12:15	0	97	23	1	1	0	0	0	1	0	0	0	0	0	0	123
12:30	0	102	24	0	0	0	0	0	1	0	0	0	0	0	0	127
12:45	1	97	34	0	1	1	0	0	1	0	0	0	2	0	0	137
13:00	0	98	31	0	3	0	0	0	0	0	0	0	0	0	0	132
Hour Total	1	394	112	1	5	1	0	0	3	0	0	0	2	0	0	519
13:15	1	88	32	0	2	2	0	1	1	0	1	0	0	0	0	128
13:30	0	80	19	0	1	0	0	0	0	0	0	0	0	0	0	100
13:45	0	99	36	2	3	1	0	0	1	0	1	0	0	0	0	143
14:00	0	69	19	0	2	2	0	0	0	0	1	0	0	0	0	93
Hour Total	1	336	106	2	8	5	0	1	2	0	3	0	0	0	0	464
14:15	0	94	22	0	1	0	0	2	1	0	0	0	0	0	0	120
14:30	0	89	23	0	0	0	0	0	0	0	0	0	0	0	0	112
14:45	0	67	17	0	2	0	0	0	0	0	0	0	0	0	0	86
15:00	0	41	9	1	2	0	0	0	1	0	0	0	0	0	0	54
Hour Total	0	291	71	1	5	0	0	2	2	0	0	0	0	0	0	372
15:15	1	102	31	0	4	0	0	1	0	0	2	0	1	0	0	142
15:30	0	102	23	0	1	0	0	0	1	0	1	0	0	0	0	128
15:45	0	93	25	2	2	0	0	0	0	0	0	0	0	0	0	122
16:00	0	135	16	3	3	0	0	0	0	0	0	0	0	0	0	157
Hour Total	1	432	95	5	10	0	0	1	1	0	3	0	1	0	0	549
16:15	0	121	17	2	0	0	0	0	0	0	0	0	0	0	0	140
16:30	1	151	25	0	3	0	0	0	0	0	0	0	0	0	0	180
16:45	0	151	27	0	0	0	0	0	0	0	0	0	0	0	0	178
17:00	0	140	22	0	0	0	0	0	0	0	0	0	0	0	0	162
Hour Total	1	563	91	2	3	0	0	0	0	0	0	0	0	0	0	660

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 3A  
 Site ID: 000000003587  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.17797, -81.38828

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	147	29	0	1	0	0	0	1	0	0	0	0	0	0	178
17:30	0	162	23	0	2	0	0	1	0	1	0	0	0	0	0	189
17:45	1	127	35	0	1	0	0	0	0	0	0	0	0	0	0	164
18:00	0	145	24	0	1	0	0	0	0	0	0	0	0	0	0	170
Hour Total	1	581	111	0	5	0	0	1	1	1	0	0	0	0	0	701
18:15	0	130	28	0	0	0	0	0	1	0	0	0	0	0	0	159
18:30	0	132	25	0	0	0	0	0	0	0	0	0	0	0	0	157
18:45	1	134	21	0	0	1	0	0	0	0	0	0	0	0	0	157
19:00	0	106	14	0	0	0	0	0	0	0	0	0	0	0	0	120
Hour Total	1	502	88	0	0	1	0	0	1	0	0	0	0	0	0	593
19:15	0	104	13	0	0	0	0	0	0	0	0	0	0	0	0	117
19:30	0	90	16	0	0	0	0	0	0	0	0	0	0	0	0	106
19:45	0	79	11	0	0	0	0	0	0	0	0	0	0	0	0	90
20:00	0	71	9	0	0	0	0	0	0	0	0	0	0	0	0	80
Hour Total	0	344	49	0	0	0	0	0	0	0	0	0	0	0	0	393
20:15	0	76	7	0	0	0	0	0	0	0	0	0	0	0	0	83
20:30	0	52	13	0	0	0	0	0	0	0	0	0	0	0	0	65
20:45	0	72	11	0	0	0	0	0	0	0	0	0	0	0	0	83
21:00	0	72	18	0	0	0	0	0	0	0	0	0	0	0	0	90
Hour Total	0	272	49	0	0	0	0	0	0	0	0	0	0	0	0	321
21:15	0	51	6	0	0	0	0	0	0	0	0	0	0	0	0	57
21:30	0	43	7	0	0	0	0	0	0	0	0	0	0	0	0	50
21:45	0	35	7	0	0	0	0	0	0	0	0	0	0	0	0	42
22:00	0	21	7	0	0	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	150	27	0	0	0	0	0	0	0	0	0	0	0	0	177
22:15	0	27	9	0	0	0	0	0	0	0	0	0	0	0	0	36
22:30	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
22:45	0	16	1	0	1	0	0	0	0	0	0	0	0	0	0	18
23:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	73	12	0	1	0	0	0	0	0	0	0	0	0	0	86
23:15	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
23:30	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
23:45	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
24:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	31	8	0	0	0	0	0	0	0	0	0	0	0	0	39
DAY TOTAL	9	5601	1292	20	62	30	0	9	15	1	6	0	4	0	0	7049
PERCENTS	0.2%	79.5%	18.4%	0.3%	0.9%	0.4%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		97.9%														
Trucks & Buses											2.0%					
AM Times	05:45	08:15	09:30	08:30	08:30	09:45		10:45	08:00				07:45			08:30
AM Peaks	1	353	95	5	9	7		2	2				1			447
PM Times	12:30	16:45	12:30	15:30	15:15	13:15		13:30	12:15	16:45	13:15		12:15			16:45
PM Peaks	2	600	121	7	10	5		2	3	1	3		2			707

Station #: Site 3A  
 Site ID: 000000003587  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.17797, -81.38828

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
00:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
00:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	31
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
04:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
04:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	13	2	0	1	0	0	1	0	0	0	0	0	0	0	17
05:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	12	2	0	0	1	0	0	1	0	0	0	0	0	0	16
05:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	32	6	0	0	1	0	0	1	0	0	0	0	0	0	40
06:15	0	10	1	1	0	0	0	0	0	0	0	0	0	0	0	12
06:30	0	19	5	0	0	1	0	0	0	0	0	0	0	0	0	25
06:45	0	19	13	0	2	0	0	0	0	0	0	0	0	0	0	34
07:00	0	37	12	0	1	0	0	0	0	0	0	0	0	0	0	50
Hour Total	0	85	31	1	3	1	0	0	0	0	0	0	0	0	0	121
07:15	0	58	10	1	2	1	0	0	0	0	0	0	0	0	0	72
07:30	0	83	30	3	0	2	0	0	0	0	0	0	0	0	0	118
07:45	0	64	10	0	1	0	0	2	1	0	0	1	0	0	0	79
08:00	0	73	18	0	1	0	0	0	0	0	0	0	0	0	0	92
Hour Total	0	278	68	4	4	3	0	2	1	0	0	1	0	0	0	361
08:15	0	85	18	0	0	2	0	0	0	0	0	0	0	0	0	105
08:30	0	99	29	0	0	3	0	0	0	0	1	0	0	0	0	132
08:45	0	109	41	1	0	4	0	0	0	0	1	0	0	0	0	156
09:00	0	89	22	5	1	2	0	0	0	0	0	0	0	0	0	119

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 3A  
 Site ID: 000000003587  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.17797, -81.38828

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	382	110	6	1	11	0	0	0	0	2	0	0	0	0	512
09:15	0	68	14	0	1	0	0	0	1	0	0	0	0	0	0	84
09:30	0	70	16	0	1	1	0	0	0	0	0	0	0	0	0	88
09:45	0	76	22	0	2	1	0	0	0	0	0	0	0	0	0	101
10:00	0	88	30	0	1	3	0	0	0	0	0	0	0	0	0	122
Hour Total	0	302	82	0	5	5	0	0	1	0	0	0	0	0	0	395
10:15	0	59	18	0	0	1	0	0	0	0	0	0	0	0	0	78
10:30	0	72	33	0	1	1	0	0	0	0	0	1	0	0	0	108
10:45	0	70	22	0	1	1	0	0	0	0	0	0	0	0	0	94
11:00	0	76	30	0	1	3	0	0	0	0	0	0	0	0	0	110
Hour Total	0	277	103	0	3	6	0	0	0	0	0	1	0	0	0	390
11:15	0	75	21	0	2	3	0	0	0	0	0	0	0	0	0	101
11:30	0	76	24	0	2	1	0	0	2	0	0	0	0	0	0	105
11:45	0	64	24	0	2	2	0	0	0	0	0	0	0	0	0	92
12:00	1	70	31	1	0	2	0	1	0	0	0	0	0	0	0	106
Hour Total	1	285	100	1	6	8	0	1	2	0	0	0	0	0	0	404
12:15	0	67	21	0	4	3	0	0	1	1	0	0	0	0	0	97
12:30	1	97	17	0	2	2	0	1	0	0	0	0	0	0	0	120
12:45	0	78	19	0	0	1	0	1	0	0	1	0	0	0	0	100
13:00	0	102	36	1	1	1	0	0	0	0	0	0	0	0	0	141
Hour Total	1	344	93	1	7	7	0	2	1	1	1	0	0	0	0	458
13:15	0	89	25	0	2	1	0	2	0	0	0	0	0	0	0	119
13:30	0	85	21	0	2	3	0	0	0	0	0	0	0	0	0	111
13:45	0	96	26	0	3	1	0	0	0	0	0	0	0	0	0	126
14:00	0	109	30	0	0	1	0	1	0	0	0	0	0	0	0	141
Hour Total	0	379	102	0	7	6	0	3	0	0	0	0	0	0	0	497
14:15	0	101	23	0	0	1	0	0	0	0	0	0	0	0	0	125
14:30	0	98	26	0	0	0	0	0	0	0	0	0	0	0	0	124
14:45	0	103	25	2	1	0	0	0	0	0	0	0	0	0	0	131
15:00	0	51	9	0	0	0	0	0	1	0	0	0	0	0	0	61
Hour Total	0	353	83	2	1	1	0	0	1	0	0	0	0	0	0	441
15:15	0	92	31	0	0	1	0	0	1	0	0	0	2	0	0	127
15:30	0	123	24	0	3	0	0	0	1	0	0	0	0	0	0	151
15:45	0	110	26	0	1	1	0	0	0	0	0	0	1	0	0	139
16:00	1	137	26	1	1	0	0	0	0	0	0	0	0	0	0	166
Hour Total	1	462	107	1	5	2	0	0	2	0	0	0	3	0	0	583
16:15	0	114	29	0	2	0	0	0	0	0	0	0	0	0	0	145
16:30	0	144	34	0	0	0	0	0	0	0	0	0	0	0	0	178
16:45	0	122	32	2	0	0	0	0	0	0	0	0	0	0	0	156
17:00	0	132	27	2	2	0	0	1	0	0	0	0	0	0	0	164
Hour Total	0	512	122	4	4	0	0	1	0	0	0	0	0	0	0	643



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 3A  
 Site ID: 00000003587  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.17797, -81.38828

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	160	31	2	0	0	0	0	0	0	0	0	0	0	0	193
17:30	0	182	26	1	1	0	0	0	0	0	0	0	0	0	0	210
17:45	0	134	25	0	0	0	0	0	0	0	0	0	0	0	0	159
18:00	0	146	32	0	1	0	0	0	0	0	0	0	0	0	0	179
Hour Total	0	622	114	3	2	0	0	0	0	0	0	0	0	0	0	741
18:15	0	153	19	0	1	0	0	0	0	0	0	0	0	0	0	173
18:30	0	126	23	0	1	0	0	0	1	0	0	0	0	0	0	151
18:45	0	123	19	0	0	0	0	0	0	0	0	0	0	0	0	142
19:00	0	101	20	0	0	0	0	0	1	0	0	0	0	0	0	122
Hour Total	0	503	81	0	2	0	0	0	2	0	0	0	0	0	0	588
19:15	0	101	13	0	0	0	0	0	0	0	0	0	0	0	0	114
19:30	1	89	7	0	0	0	0	0	0	0	0	0	0	0	0	97
19:45	0	77	10	0	0	0	0	0	0	0	0	0	0	0	0	87
20:00	0	66	16	0	0	0	0	0	0	0	0	0	0	0	0	82
Hour Total	1	333	46	0	0	0	0	0	0	0	0	0	0	0	0	380
20:15	0	84	12	0	0	0	0	1	0	0	0	0	0	0	0	97
20:30	0	74	10	0	1	0	0	0	0	0	0	0	0	0	0	85
20:45	0	55	10	0	0	0	0	0	0	0	0	0	0	0	0	65
21:00	1	54	11	0	0	0	0	0	0	0	0	0	0	0	0	66
Hour Total	1	267	43	0	1	0	0	1	0	0	0	0	0	0	0	313
21:15	0	62	13	0	0	0	0	0	0	0	0	0	0	0	0	75
21:30	0	64	7	0	1	0	0	0	0	0	0	0	0	0	0	72
21:45	0	43	9	0	0	0	0	0	0	0	0	0	0	0	0	52
22:00	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	194	34	0	1	0	0	0	0	0	0	0	0	0	0	229
22:15	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	30
22:30	0	39	4	0	0	0	0	0	0	0	0	0	0	0	0	43
22:45	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
23:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	89	12	0	0	0	0	0	0	0	0	0	0	0	0	101
23:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:45	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
24:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	38	3	0	0	0	0	0	0	0	0	0	0	0	0	41
DAY TOTAL	5	5800	1347	23	53	51	0	11	11	1	3	2	3	0	0	7310
PERCENTS	0.1%	79.4%	18.5%	0.4%	0.8%	0.6%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		97.8%														
Trucks & Buses										2.1%						
AM Times	11:15	08:15	08:15	08:15	11:00	08:15		07:00	10:45		08:00	07:00				08:15
AM Peaks	1	382	110	6	7	11		2	2		2	1				512
PM Times	12:15	17:15	16:30	16:45	13:00	12:15		12:30	14:45	12:15	12:15		15:00			17:15
PM Peaks	1	622	124	7	8	7		4	3	1	1		3			741
GRAND TOTAL	245	3818	54	173	27	63		14	10		46		0			21531
PERCENTS	1.2%	78.6%	17.8%	0.3%	0.9%	0.6%	0.1%	0.1%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 3B  
 Site ID: 00000003101  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW max  
 County: 30.17610, -81.38754

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	4
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
04:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	13	6	0	0	0	0	0	1	0	0	0	0	0	0	20
05:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	11
05:45	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
06:00	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	47	6	0	0	0	0	0	1	0	0	0	0	0	0	54
06:15	1	30	3	0	1	0	0	0	0	0	0	0	0	0	0	35
06:30	0	47	8	1	0	0	0	0	0	0	0	0	0	0	0	56
06:45	0	41	11	0	0	2	0	0	0	0	0	0	0	0	0	54
07:00	1	58	18	2	0	1	0	0	1	0	0	0	0	0	0	81
Hour Total	2	176	40	3	1	3	0	0	1	0	0	0	0	0	0	226
07:15	0	62	11	0	0	1	0	0	0	0	0	0	0	0	0	74
07:30	0	98	22	1	0	0	0	0	0	0	0	0	0	0	0	121
07:45	0	143	33	3	0	0	0	0	0	0	1	0	0	0	0	180
08:00	0	154	35	0	2	0	0	0	1	0	0	0	0	0	0	192
Hour Total	0	457	101	4	2	1	0	0	1	0	1	0	0	0	0	567
08:15	0	146	29	2	2	0	0	0	0	0	0	0	0	0	0	179
08:30	0	126	29	1	1	0	0	0	0	0	0	0	0	0	0	157
08:45	0	136	30	1	1	0	0	0	0	0	0	0	0	0	0	168
09:00	0	110	22	1	1	1	0	0	0	0	0	0	0	0	0	135

Station #: Site 3B  
 Site ID: 000000003101  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW max  
 County: 30.17610, -81.38754

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	518	110	5	5	1	0	0	0	0	0	0	0	0	0	639
09:15	0	78	18	0	0	0	0	0	1	0	0	0	0	0	0	97
09:30	0	116	35	0	1	1	0	0	0	0	0	0	0	0	0	153
09:45	0	100	25	0	2	0	0	1	0	0	0	0	0	0	0	128
10:00	0	80	22	0	2	1	0	0	0	0	0	0	0	0	0	105
Hour Total	0	374	100	0	5	2	0	1	1	0	0	0	0	0	0	483
10:15	0	75	12	0	2	0	0	0	1	0	0	1	1	0	0	92
10:30	0	76	23	0	1	0	1	1	0	0	0	0	0	0	0	102
10:45	0	85	26	0	2	1	0	1	0	0	0	0	0	0	0	115
11:00	0	80	30	0	0	0	0	0	2	0	0	0	0	0	0	112
Hour Total	0	316	91	0	5	1	1	2	3	0	0	1	1	0	0	421
11:15	0	78	25	0	1	0	0	0	0	0	0	0	0	0	0	104
11:30	0	96	10	0	2	0	0	0	0	0	0	0	0	0	0	108
11:45	0	89	20	0	1	0	0	1	0	0	0	0	0	0	0	111
12:00	0	95	22	0	2	0	0	1	0	0	0	0	0	0	0	120
Hour Total	0	358	77	0	6	0	0	2	0	0	0	0	0	0	0	443
12:15	0	91	26	0	1	1	0	0	1	0	0	0	0	0	0	120
12:30	0	90	21	0	3	2	0	0	0	0	0	0	0	0	0	116
12:45	1	90	33	1	0	0	0	0	0	0	0	0	0	0	0	125
13:00	0	88	32	0	2	0	0	0	0	0	0	0	0	0	0	122
Hour Total	1	359	112	1	6	3	0	0	1	0	0	0	0	0	0	483
13:15	0	86	21	0	1	1	0	0	0	0	0	0	0	0	0	109
13:30	0	82	24	0	1	1	0	0	0	0	0	0	0	0	0	108
13:45	0	62	17	0	2	0	0	0	1	0	0	0	0	0	0	82
14:00	0	86	15	0	2	1	0	0	1	0	0	0	0	0	0	105
Hour Total	0	316	77	0	6	3	0	0	2	0	0	0	0	0	0	404
14:15	0	110	26	3	1	1	0	0	1	0	0	0	0	0	0	142
14:30	0	98	16	1	5	2	0	0	0	0	0	0	0	0	0	122
14:45	0	97	31	0	1	0	0	0	0	0	0	0	0	0	0	129
15:00	5	57	16	0	1	1	1	0	0	3	0	3	2	0	0	89
Hour Total	5	362	89	4	8	4	1	0	1	3	0	3	2	0	0	482
15:15	3	55	20	0	3	0	0	0	0	1	0	2	1	0	0	85
15:30	3	77	15	1	0	0	0	0	0	0	0	0	0	0	0	96
15:45	1	88	16	0	2	1	0	0	0	0	0	0	0	0	0	108
16:00	0	85	24	0	1	1	0	0	1	0	0	0	0	0	0	112
Hour Total	7	305	75	1	6	2	0	0	1	1	0	2	1	0	0	401
16:15	0	101	21	2	0	0	0	0	0	0	0	0	0	0	0	124
16:30	1	110	25	1	2	0	0	1	0	0	0	0	0	0	0	140
16:45	0	87	24	0	2	1	0	1	1	0	0	0	0	0	0	116
17:00	0	93	32	1	0	1	0	1	0	0	0	0	0	0	0	128
Hour Total	1	391	102	4	4	2	0	3	1	0	0	0	0	0	0	508

Station #: Site 3B  
 Site ID: 00000003101  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW max  
 County: 30.17610, -81.38754

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
-----																
17:15	0	84	23	0	1	0	0	0	0	0	0	0	0	0	0	108
17:30	0	107	27	0	0	0	0	1	0	0	0	0	0	0	0	135
17:45	0	109	20	0	0	1	0	0	0	0	1	0	0	0	0	131
18:00	0	74	16	0	1	1	0	0	0	0	0	0	0	0	0	92
Hour Total	0	374	86	0	2	2	0	1	0	0	1	0	0	0	0	466
-----																
18:15	0	97	23	0	1	0	0	0	0	0	0	0	0	0	0	121
18:30	1	79	19	0	0	0	0	0	0	0	0	0	0	0	0	99
18:45	0	87	15	0	0	0	0	0	0	0	0	0	0	0	0	102
19:00	0	78	13	0	0	0	0	0	0	0	0	0	0	0	0	91
Hour Total	1	341	70	0	1	0	0	0	0	0	0	0	0	0	0	413
-----																
19:15	0	52	13	0	0	0	0	0	0	0	0	0	0	0	0	65
19:30	1	78	12	0	0	0	0	0	0	0	0	0	0	0	0	91
19:45	1	47	7	0	0	0	0	0	0	0	0	0	0	0	0	55
20:00	0	38	4	0	0	0	0	0	0	0	0	0	0	0	0	42
Hour Total	2	215	36	0	0	0	0	0	0	0	0	0	0	0	0	253
-----																
20:15	0	41	9	0	0	0	0	0	0	0	0	0	0	0	0	50
20:30	0	52	18	0	0	0	0	0	0	0	0	0	0	0	0	70
20:45	0	48	4	0	0	0	0	0	0	0	0	0	0	0	0	52
21:00	0	44	10	0	0	0	0	0	0	0	0	0	0	0	0	54
Hour Total	0	185	41	0	0	0	0	0	0	0	0	0	0	0	0	226
-----																
21:15	0	19	4	0	0	0	0	0	1	0	0	0	0	0	0	24
21:30	0	19	1	0	1	0	0	0	0	0	0	0	0	0	0	21
21:45	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
22:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	60	10	0	1	0	0	0	1	0	0	0	0	0	0	72
-----																
22:15	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
22:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
22:45	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	44	2	0	0	0	0	0	0	0	0	0	0	0	0	46
-----																
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
23:45	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	15	2	0	0	0	0	0	0	0	0	0	0	0	0	18
-----																
DAY TOTAL	20	5244	1238	22	58	24	2	10	15	4	2	6	4	0	0	6649
PERCENTS	0.4%	78.9%	18.7%	0.4%	0.9%	0.4%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		97.7%														
Trucks & Buses										2.2%						
AM Times	06:15	07:45	07:45	07:00	09:30	06:30	09:45	09:45	10:15		07:00	09:30	09:30			07:45
AM Peaks	2	569	126	6	7	4	1	2	3		1	1	1			708
PM Times	15:00	17:00	12:15	13:45	13:45	13:45	14:15	16:15	13:30	14:30	17:00	14:30	14:30			16:15
PM Peaks	12	393	112	4	10	4	1	3	3	4	1	5	3			508



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 3B  
 Site ID: 00000003101  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW max  
 County: 30.17610, -81.38754

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	10	5	0	0	1	0	0	0	0	0	0	0	0	0	16
05:15	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
05:30	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	11
05:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
06:00	0	19	4	0	0	1	0	0	0	0	0	0	0	0	0	24
Hour Total	0	39	10	0	0	1	0	0	2	0	0	0	0	0	0	52
06:15	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
06:30	1	33	5	1	1	1	0	0	1	0	0	0	0	0	0	43
06:45	0	47	19	1	0	1	0	0	0	0	0	0	0	0	0	68
07:00	1	61	20	2	1	0	0	0	0	0	0	0	0	0	0	85
Hour Total	2	161	49	4	2	2	0	0	1	0	0	0	0	0	0	221
07:15	0	58	17	0	0	0	0	0	0	0	0	0	0	0	0	75
07:30	0	102	21	1	0	0	0	0	0	0	0	0	0	0	0	124
07:45	0	135	34	3	2	0	0	0	0	0	0	0	0	0	0	174
08:00	0	144	31	0	1	0	0	1	0	0	0	0	0	0	0	177
Hour Total	0	439	103	4	3	0	0	1	0	0	0	0	0	0	0	550
08:15	0	148	24	1	1	2	0	0	0	0	0	0	0	0	0	176
08:30	1	134	27	0	0	0	0	0	1	0	0	0	0	0	0	163
08:45	0	134	31	2	3	1	0	0	1	0	0	0	0	0	0	172
09:00	0	111	31	0	1	0	0	0	0	0	0	0	0	0	0	143

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 3B  
 Site ID: 00000003101  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW max  
 County: 30.17610, -81.38754

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	1	527	113	3	5	3	0	0	2	0	0	0	0	0	0	654
09:15	0	95	23	0	2	0	0	0	0	0	0	0	0	0	0	120
09:30	1	95	23	1	2	1	0	0	0	0	0	0	0	0	0	123
09:45	0	111	32	0	1	0	0	1	0	0	0	0	0	0	0	145
10:00	0	83	18	0	1	1	0	1	0	0	0	0	0	0	0	104
Hour Total	1	384	96	1	6	2	0	2	0	0	0	0	0	0	0	492
10:15	0	82	20	0	2	1	0	0	0	0	0	0	0	0	0	105
10:30	0	71	24	0	1	1	0	1	0	0	0	0	0	0	0	98
10:45	0	78	26	0	0	3	0	1	0	0	0	0	0	0	0	108
11:00	0	78	13	0	0	2	0	0	0	0	0	0	0	0	0	93
Hour Total	0	309	83	0	3	7	0	2	0	0	0	0	0	0	0	404
11:15	0	64	21	0	3	1	0	1	0	0	0	0	0	0	0	90
11:30	0	83	20	0	1	0	0	0	0	0	0	0	0	0	0	104
11:45	0	78	15	0	1	0	0	0	0	0	0	0	0	0	0	94
12:00	0	77	24	0	1	0	0	0	0	0	0	0	0	0	0	102
Hour Total	0	302	80	0	6	1	0	1	0	0	0	0	0	0	0	390
12:15	0	91	22	0	2	2	0	0	0	0	0	0	0	0	0	117
12:30	0	75	17	0	2	4	0	0	0	1	0	0	0	0	0	99
12:45	1	75	22	0	0	2	0	0	0	0	0	0	0	0	0	100
13:00	1	85	24	0	2	0	0	0	1	0	0	0	0	0	0	113
Hour Total	2	326	85	0	6	8	0	0	1	1	0	0	0	0	0	429
13:15	0	83	18	5	1	2	0	0	0	0	0	0	0	0	0	109
13:30	1	70	33	1	1	0	0	0	1	0	0	0	0	0	0	107
13:45	0	72	22	0	1	1	0	0	0	0	0	0	0	0	0	96
14:00	0	81	18	0	1	0	0	1	0	0	0	0	0	0	0	101
Hour Total	1	306	91	6	4	3	0	1	1	0	0	0	0	0	0	413
14:15	1	110	23	1	1	1	0	1	0	0	0	0	0	0	0	138
14:30	0	86	30	0	1	0	0	0	1	0	0	0	0	0	0	118
14:45	0	80	39	0	0	0	0	0	1	0	0	0	0	0	0	120
15:00	6	36	14	1	1	4	0	0	1	0	0	1	0	0	0	64
Hour Total	7	312	106	2	3	5	0	1	3	0	0	1	0	0	0	440
15:15	6	102	16	1	0	0	0	0	1	3	0	0	2	0	0	131
15:30	0	77	24	1	0	0	0	0	0	0	0	0	0	0	0	102
15:45	0	72	16	1	0	0	0	0	0	0	0	0	0	0	0	89
16:00	1	91	23	0	0	1	0	0	1	0	0	0	0	0	0	117
Hour Total	7	342	79	3	0	1	0	0	2	3	0	0	2	0	0	439
16:15	1	93	19	0	1	1	0	0	0	0	0	0	0	0	0	115
16:30	0	79	14	0	2	0	0	0	0	0	0	0	0	0	0	95
16:45	1	79	10	0	0	0	0	0	1	0	0	0	0	0	0	91
17:00	0	82	25	0	2	0	0	0	0	0	0	0	0	0	0	109
Hour Total	2	333	68	0	5	1	0	0	1	0	0	0	0	0	0	410

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 3B  
 Site ID: 000000003101  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW max  
 County: 30.17610, -81.38754

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	85	18	0	3	1	0	0	1	0	0	0	0	0	0	108
17:30	0	82	18	0	0	0	0	0	0	0	0	0	0	0	0	100
17:45	0	101	10	0	0	0	0	0	0	0	0	0	0	0	0	111
18:00	0	91	18	0	1	0	0	0	0	0	0	0	0	0	0	110
Hour Total	0	359	64	0	4	1	0	0	1	0	0	0	0	0	0	429
18:15	1	88	17	0	0	0	0	0	0	0	0	0	0	0	0	106
18:30	0	88	20	0	0	0	0	0	0	0	0	0	0	0	0	108
18:45	0	81	15	0	0	0	0	0	0	0	0	0	0	0	0	96
19:00	1	73	9	0	0	0	0	0	0	0	0	0	0	0	0	83
Hour Total	2	330	61	0	0	0	0	0	0	0	0	0	0	0	0	393
19:15	0	47	8	0	0	0	0	0	0	0	0	0	0	0	0	55
19:30	0	48	8	0	0	0	0	0	0	0	0	0	0	0	0	56
19:45	1	44	8	0	0	0	0	0	0	0	0	0	0	0	0	53
20:00	1	43	3	0	0	0	0	0	0	0	0	0	0	0	0	47
Hour Total	2	182	27	0	0	0	0	0	0	0	0	0	0	0	0	211
20:15	0	34	8	0	0	0	0	0	0	0	0	0	0	0	0	42
20:30	1	53	6	0	0	0	0	0	0	0	0	0	0	0	0	60
20:45	0	53	7	0	0	0	0	0	0	0	0	0	0	0	0	60
21:00	1	31	4	0	0	0	0	1	0	0	0	0	0	0	0	37
Hour Total	2	171	25	0	0	0	0	1	0	0	0	0	0	0	0	199
21:15	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	27
21:30	0	22	3	0	0	0	0	0	0	0	0	0	0	0	0	25
21:45	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
22:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	70	10	0	0	0	0	0	0	0	0	0	0	0	0	80
22:15	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
22:30	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
22:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	54	5	0	0	0	0	0	0	0	0	0	0	0	0	59
23:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
23:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
23:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
24:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	18	7	0	0	0	0	0	0	0	0	0	0	0	0	25
DAY TOTAL	29	4990	1170	23	49	36	0	9	14	4	0	1	2	0	0	6327
PERCENTS	0.5%	78.9%	18.5%	0.4%	0.8%	0.6%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		97.8%														
Trucks & Buses										2.1%						
AM Times	06:15	07:45	07:45	07:00	08:45	10:15		09:45	04:45							07:45
AM Peaks	2	561	116	6	8	7		3	2							690
PM Times	14:30	17:45	14:00	12:45	16:30	12:15		13:30	14:30	14:30		14:15	14:30			14:00
PM Peaks	12	368	110	6	7	8		2	4	3		1	2			477

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 3B  
 Site ID: 000000003101  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW max  
 County: 30.17610, -81.38754

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	4	5	0	0	1	0	0	0	0	0	0	0	0	0	10
Hour Total	0	8	5	0	0	1	0	0	0	0	0	0	0	0	0	14
05:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
05:30	0	4	7	0	1	1	0	0	0	0	0	0	0	0	0	13
05:45	0	13	1	0	0	0	0	0	1	0	0	0	0	0	0	15
06:00	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	39	15	0	1	1	0	0	1	0	0	0	0	0	0	57
06:15	1	20	6	1	0	0	0	0	0	0	0	0	0	0	0	28
06:30	0	37	7	0	1	0	0	0	0	0	0	0	0	0	0	45
06:45	0	38	10	1	0	0	0	0	0	0	0	0	0	0	0	49
07:00	1	56	16	1	1	1	0	0	0	0	0	1	0	0	0	77
Hour Total	2	151	39	3	2	1	0	0	0	0	0	0	1	0	0	199
07:15	0	66	12	0	0	1	0	0	0	0	0	0	0	0	0	79
07:30	0	106	19	1	0	0	0	0	0	0	0	0	0	0	0	126
07:45	0	145	29	3	1	0	0	0	0	0	0	0	0	0	0	178
08:00	2	137	33	0	1	1	1	1	0	0	0	0	0	0	0	176
Hour Total	2	454	93	4	2	2	1	1	0	0	0	0	0	0	0	559
08:15	0	140	33	1	0	2	0	0	1	0	0	0	0	0	0	177
08:30	0	135	23	1	0	1	0	0	0	0	0	0	0	0	0	160
08:45	0	122	29	2	0	0	0	0	0	0	0	0	0	0	0	153
09:00	0	114	27	1	2	0	0	0	0	0	0	0	1	0	0	145



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 3B  
 Site ID: 00000003101  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW max  
 County: 30.17610, -81.38754

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	511	112	5	2	3	0	0	1	0	0	0	1	0	0	635
09:15	0	87	33	0	0	2	0	1	0	0	0	0	0	0	0	123
09:30	1	91	28	0	2	2	0	0	0	0	0	0	0	0	0	124
09:45	1	96	20	0	1	3	0	1	0	0	0	0	0	0	0	122
10:00	0	82	24	0	2	2	0	1	0	0	0	0	0	0	0	111
Hour Total	2	356	105	0	5	9	0	3	0	0	0	0	0	0	0	480
10:15	0	94	18	0	0	4	0	0	0	0	0	0	0	0	0	116
10:30	0	83	26	0	1	5	0	0	0	0	0	0	0	0	0	115
10:45	1	93	21	0	1	0	0	0	0	0	0	0	0	0	0	116
11:00	1	76	16	0	0	2	0	0	0	0	0	0	0	0	0	95
Hour Total	2	346	81	0	2	11	0	0	0	0	0	0	0	0	0	442
11:15	0	69	26	0	1	2	0	0	0	0	0	0	0	0	0	98
11:30	1	62	21	0	2	0	0	1	0	0	0	0	0	0	0	87
11:45	0	79	20	0	1	2	0	0	0	0	0	0	0	0	0	102
12:00	3	101	18	0	1	3	0	0	0	0	0	0	0	0	0	126
Hour Total	4	311	85	0	5	7	0	1	0	0	0	0	0	0	0	413
12:15	0	82	24	0	1	3	0	0	1	0	0	0	0	0	0	111
12:30	0	77	19	0	0	2	0	0	2	0	0	0	0	0	0	100
12:45	0	89	15	0	3	3	0	1	1	0	0	0	0	0	0	112
13:00	1	82	26	0	3	2	0	0	0	0	0	0	0	0	0	114
Hour Total	1	330	84	0	7	10	0	1	4	0	0	0	0	0	0	437
13:15	0	83	29	0	2	2	0	0	1	0	0	0	0	0	0	117
13:30	0	71	25	0	3	1	0	1	0	0	0	0	0	0	0	101
13:45	0	75	22	0	2	2	0	0	1	0	0	0	0	0	0	102
14:00	0	68	19	0	2	3	0	2	0	0	0	0	0	0	0	94
Hour Total	0	297	95	0	9	8	0	3	2	0	0	0	0	0	0	414
14:15	2	105	27	4	2	1	0	0	0	0	0	0	0	0	0	141
14:30	0	86	19	0	2	1	0	0	0	0	0	0	0	0	0	108
14:45	1	82	22	0	1	0	0	0	1	0	0	0	0	0	0	107
15:00	1	54	23	0	1	0	0	0	0	0	0	0	0	0	0	79
Hour Total	4	327	91	4	6	2	0	0	1	0	0	0	0	0	0	435
15:15	1	75	17	1	1	2	0	0	1	1	0	0	0	0	0	99
15:30	1	74	15	1	0	0	0	0	2	0	0	0	0	0	0	93
15:45	0	75	16	0	1	0	0	1	1	0	0	0	0	0	0	94
16:00	0	96	18	0	1	0	0	0	0	0	0	0	0	0	0	115
Hour Total	2	320	66	2	3	2	0	1	4	1	0	0	0	0	0	401
16:15	1	106	20	2	0	0	0	0	0	0	0	0	0	0	0	129
16:30	0	107	23	2	3	1	0	0	0	0	0	0	0	0	0	136
16:45	0	80	20	0	1	0	0	0	0	0	0	0	0	0	0	101
17:00	0	89	17	0	0	1	0	0	0	0	0	0	0	0	0	107
Hour Total	1	382	80	4	4	2	0	0	0	0	0	0	0	0	0	473

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 3B  
 Site ID: 00000003101  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW max  
 County: 30.17610, -81.38754

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	1	94	18	0	0	0	0	0	1	0	0	0	0	0	0	114
17:30	0	87	23	0	0	1	0	0	0	0	0	0	0	0	0	111
17:45	3	94	8	0	1	0	1	0	2	0	0	0	1	0	0	110
18:00	0	98	10	0	0	1	2	1	0	0	0	0	0	0	0	112
Hour Total	4	373	59	0	1	2	3	1	3	0	0	0	1	0	0	447
18:15	0	88	11	0	0	0	1	0	0	0	0	0	0	0	0	100
18:30	1	99	11	0	0	0	0	0	0	0	0	0	0	0	0	111
18:45	1	90	15	0	0	0	0	0	0	0	0	0	0	0	0	106
19:00	0	83	8	0	0	0	0	0	0	0	0	0	0	0	0	91
Hour Total	2	360	45	0	0	0	1	0	0	0	0	0	0	0	0	408
19:15	0	76	12	0	0	0	1	0	0	0	0	0	0	0	0	89
19:30	1	64	10	0	0	0	0	0	0	0	0	0	0	0	0	75
19:45	1	57	13	0	0	0	0	0	0	0	0	0	0	0	0	71
20:00	0	36	9	0	0	0	0	0	0	0	0	0	0	0	0	45
Hour Total	2	233	44	0	0	0	1	0	0	0	0	0	0	0	0	280
20:15	1	39	8	0	0	0	0	0	0	0	0	0	0	0	0	48
20:30	1	56	15	0	0	0	0	0	0	0	0	0	0	0	0	72
20:45	1	49	5	0	0	0	1	0	0	0	0	0	0	0	0	56
21:00	1	33	8	0	0	0	1	0	1	0	0	0	0	0	0	44
Hour Total	4	177	36	0	0	0	2	0	1	0	0	0	0	0	0	220
21:15	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
21:30	0	17	3	0	0	1	1	0	0	0	0	0	0	0	0	22
21:45	1	19	3	0	0	0	0	0	1	0	0	0	0	0	0	24
22:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	1	65	10	0	0	1	1	0	1	0	0	0	0	0	0	79
22:15	0	20	0	0	0	0	1	0	0	0	0	0	0	0	0	21
22:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
22:45	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	47	1	0	0	0	1	0	0	0	0	0	0	0	0	49
23:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
23:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
24:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
DAY TOTAL	33	5134	1151	22	50	62	10	11	18	1	0	0	3	0	0	6495
PERCENTS	0.6%	79.1%	17.8%	0.4%	0.8%	0.9%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		97.2%														
Trucks & Buses										2.7%						
AM Times	11:15	07:45	07:45	07:00	09:00	09:45	07:15	09:15	05:00				06:15			07:45
AM Peaks	4	557	118	5	5	14	1	3	1				1			691
PM Times	14:15	16:00	13:00	13:30	12:45	12:15	17:30	13:15	12:15	14:30			17:00			16:00
PM Peaks	4	389	102	4	11	10	4	3	4	1			1			481
GRAND TOTAL	82	3559	67	157	12	47	9	2	7	9	0	19471				
PERCENTS	0.5%	79.0%	18.3%	0.4%	0.9%	0.6%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 3C  
 Site ID: 000000003718  
 Location: Canal Blvd. EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.17718, -81.38889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
06:15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
06:45	0	6	3	0	0	1	0	0	0	0	0	0	0	0	0	10
07:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	1	18	7	0	0	1	0	0	0	0	0	0	0	0	0	27
07:15	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	12
07:30	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
07:45	0	17	10	0	0	0	0	0	0	0	0	0	0	0	0	27
08:00	0	17	10	0	1	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	57	28	0	1	0	0	0	0	0	0	0	0	0	0	86
08:15	0	27	5	1	2	0	0	0	0	0	0	0	0	0	0	35
08:30	0	16	7	0	0	0	0	0	0	0	0	0	0	0	0	23
08:45	0	10	9	0	0	0	0	0	0	0	0	0	0	0	0	19
09:00	0	20	1	0	1	0	0	0	0	0	0	0	0	0	0	22

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 3C  
 Site ID: 000000003718  
 Location: Canal Blvd. EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.17718, -81.38889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	73	22	1	3	0	0	0	0	0	0	0	0	0	0	99
09:15	0	7	11	0	0	0	0	0	0	0	0	0	0	0	0	18
09:30	0	10	8	0	0	0	0	0	0	0	0	0	0	0	0	18
09:45	1	6	7	0	0	1	0	0	1	0	0	0	0	0	0	16
10:00	0	9	2	0	1	0	0	0	0	0	0	0	0	0	0	12
Hour Total	1	32	28	0	1	1	0	0	1	0	0	0	0	0	0	64
10:15	0	13	7	0	0	1	0	0	0	0	0	0	0	0	0	21
10:30	0	7	3	2	0	0	0	0	0	0	0	0	0	0	0	12
10:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
11:00	0	6	7	0	0	1	0	0	0	0	0	0	0	0	0	14
Hour Total	0	33	19	2	0	2	0	0	0	0	0	0	0	0	0	56
11:15	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
11:30	0	12	4	0	2	0	1	0	0	0	0	0	0	0	0	19
11:45	0	18	7	0	1	1	0	0	0	0	0	0	0	0	0	27
12:00	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	59	17	0	3	1	1	0	0	0	0	0	0	0	0	81
12:15	0	19	5	0	2	1	0	0	0	0	0	0	0	0	0	27
12:30	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	16
12:45	0	12	7	0	0	0	0	0	0	0	0	0	0	0	0	19
13:00	0	14	12	0	0	1	0	0	0	0	0	0	0	0	0	27
Hour Total	0	55	30	0	2	2	0	0	0	0	0	0	0	0	0	89
13:15	1	14	10	0	1	0	0	0	0	0	0	0	0	0	0	26
13:30	0	22	10	0	0	1	0	0	0	0	0	0	0	0	0	33
13:45	1	17	6	0	0	1	0	1	0	0	0	0	0	0	0	26
14:00	0	15	9	0	0	1	0	0	0	0	0	0	0	0	0	25
Hour Total	2	68	35	0	1	3	0	1	0	0	0	0	0	0	0	110
14:15	0	20	6	0	0	1	0	0	0	0	0	0	0	0	0	27
14:30	0	30	4	0	0	0	0	0	0	0	0	0	0	0	0	34
14:45	1	19	4	0	1	1	0	1	0	0	0	0	0	0	0	27
15:00	2	26	11	0	1	0	0	0	0	0	0	0	0	0	0	40
Hour Total	3	95	25	0	2	2	0	1	0	0	0	0	0	0	0	128
15:15	0	13	3	0	2	0	0	0	0	0	0	0	0	0	0	18
15:30	0	21	3	0	0	2	0	0	0	0	0	0	0	0	0	26
15:45	0	19	6	0	0	0	0	0	0	0	0	0	0	0	0	25
16:00	0	21	6	1	0	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	74	18	1	2	2	0	0	0	0	0	0	0	0	0	97
16:15	0	15	6	0	0	1	0	0	0	0	0	0	0	0	0	22
16:30	0	34	1	0	0	0	0	0	0	0	0	0	0	0	0	35
16:45	1	15	7	0	0	0	0	0	0	0	0	0	0	0	0	23
17:00	1	25	6	0	0	0	0	0	0	0	0	0	0	0	0	32
Hour Total	2	89	20	0	0	1	0	0	0	0	0	0	0	0	0	112



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 3C  
 Site ID: 00000003718  
 Location: Canal Blvd. EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.17718, -81.38889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	1	25	3	0	0	0	0	0	0	0	0	0	0	0	0	29
17:30	1	15	8	0	0	0	0	0	0	0	0	0	0	0	0	24
17:45	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
18:00	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	2	75	16	0	0	0	0	0	0	0	0	0	0	0	0	93
18:15	1	18	6	0	0	0	0	0	0	0	0	0	0	0	0	25
18:30	0	10	13	0	0	0	0	0	0	0	0	0	0	0	0	23
18:45	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
19:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	1	44	21	0	1	0	0	0	0	0	0	0	0	0	0	67
19:15	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
19:30	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
19:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	40	8	0	0	0	0	0	0	0	0	0	0	0	0	48
20:15	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	5
20:30	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	10	1	0	1	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	20	6	0	1	1	0	0	0	0	0	0	0	0	0	28
21:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
21:30	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	5
21:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	11	5	0	1	0	0	0	0	0	0	0	0	0	0	17
22:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
DAY TOTAL	12	864	309	4	18	16	1	2	1	0	0	0	0	0	0	1227
PERCENTS	1.0%	70.5%	25.2%	0.4%	1.5%	1.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		96.5%														
Trucks & Buses										3.4%						
AM Times	05:30	07:30	07:45	09:45	07:30	09:30	10:45		09:00							07:45
AM Peaks	1	78	32	2	3	2	1		1							113
PM Times	16:45	16:30	12:45	15:15	14:30	13:30		13:00								14:15
PM Peaks	4	99	39	1	4	4		1								128

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 3C  
 Site ID: 000000003718  
 Location: Canal Blvd. EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.17718, -81.38889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
06:45	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
07:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	13	8	0	0	0	0	0	0	0	0	0	0	0	0	21
07:15	0	8	7	0	0	1	0	0	0	0	0	0	0	0	0	16
07:30	0	19	3	0	0	0	0	1	0	0	0	0	0	0	0	23
07:45	0	19	11	0	0	0	0	0	0	0	0	0	0	0	0	30
08:00	1	17	7	0	1	0	0	1	0	0	0	0	0	0	0	27
Hour Total	1	63	28	0	1	1	0	2	0	0	0	0	0	0	0	96
08:15	1	20	6	0	0	2	0	0	0	0	0	0	0	0	0	29
08:30	0	23	8	0	0	0	1	0	0	0	0	0	0	0	0	32
08:45	0	12	2	0	0	0	0	0	1	0	0	0	0	0	0	15
09:00	0	7	5	1	0	1	0	0	0	0	0	0	0	0	0	14

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 3C  
 Site ID: 000000003718  
 Location: Canal Blvd. EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.17718, -81.38889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	1	62	21	1	0	3	1	0	0	1	0	0	0	0	0	90
09:15	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
09:30	0	9	7	0	0	2	0	0	1	0	0	0	0	0	0	19
09:45	0	9	6	0	1	0	0	0	0	0	0	0	0	0	0	16
10:00	0	9	8	0	0	2	0	0	1	0	0	0	0	0	0	20
Hour Total	0	39	25	0	1	4	0	0	2	0	0	0	0	0	0	71
10:15	0	6	9	0	2	0	0	0	0	0	0	0	0	0	0	17
10:30	0	12	5	0	1	0	0	0	0	0	0	0	0	0	0	18
10:45	1	9	6	0	1	1	0	0	0	0	0	0	0	0	0	18
11:00	1	18	8	0	0	1	0	0	0	0	0	0	0	0	0	28
Hour Total	2	45	28	0	4	2	0	0	0	0	0	0	0	0	0	81
11:15	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	20
11:30	0	9	7	0	0	1	0	0	1	0	0	0	0	0	0	18
11:45	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	13
12:00	0	19	6	0	0	0	0	1	0	0	0	0	0	0	0	26
Hour Total	0	49	25	0	0	1	0	1	1	0	0	0	0	0	0	77
12:15	0	17	12	0	0	0	0	0	0	0	0	0	0	0	0	29
12:30	0	14	7	0	0	4	0	0	0	0	0	0	0	0	0	25
12:45	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
13:00	1	18	5	0	1	1	1	1	0	0	0	0	0	0	0	28
Hour Total	1	59	29	0	1	5	1	1	0	0	0	0	0	0	0	97
13:15	0	15	2	0	0	2	0	0	0	0	0	0	0	0	0	19
13:30	0	14	6	0	0	1	0	0	0	0	0	0	0	0	0	21
13:45	0	17	10	0	0	0	0	0	0	0	0	0	0	0	0	27
14:00	0	10	6	0	0	1	0	0	0	0	0	0	0	0	0	17
Hour Total	0	56	24	0	0	4	0	0	0	0	0	0	0	0	0	84
14:15	0	12	3	0	3	3	0	0	0	0	0	0	0	0	0	21
14:30	0	16	7	0	0	0	0	0	0	0	0	0	0	0	0	23
14:45	0	17	7	0	0	0	0	0	0	0	0	0	0	0	0	24
15:00	0	19	9	1	0	1	0	0	0	0	0	0	0	0	0	30
Hour Total	0	64	26	1	3	4	0	0	0	0	0	0	0	0	0	98
15:15	1	14	8	0	0	1	0	0	1	0	0	0	0	0	0	25
15:30	0	12	7	0	0	1	0	0	0	0	0	0	0	0	0	20
15:45	0	12	2	0	0	0	0	0	0	1	0	0	0	0	0	15
16:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	1	52	19	0	0	2	0	0	1	1	0	0	0	0	0	76
16:15	1	9	9	0	0	2	0	0	0	0	0	0	0	0	0	21
16:30	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
16:45	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
17:00	0	12	6	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	1	56	21	0	0	2	0	0	0	0	0	0	0	0	0	80

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 3C  
 Site ID: 000000003718  
 Location: Canal Blvd. EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.17718, -81.38889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
17:30	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
17:45	0	12	6	0	0	0	0	0	0	0	0	0	0	0	0	18
18:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	61	18	0	0	0	0	0	0	0	0	0	0	0	0	79
18:15	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	16
18:30	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
18:45	0	12	7	0	0	0	0	0	0	0	0	0	0	0	0	19
19:00	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	42	19	0	0	0	0	0	0	0	0	0	0	0	0	61
19:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
19:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
19:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
20:00	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	35	9	0	0	0	0	0	0	0	0	0	0	0	0	44
20:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
20:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
20:45	1	10	5	0	0	0	0	0	0	0	0	0	0	0	0	16
21:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	1	23	9	0	0	0	0	0	0	0	0	0	0	0	0	33
21:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
21:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	23
22:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
DAY TOTAL	8	761	321	2	12	28	2	4	4	2	0	0	0	0	0	1144
PERCENTS	0.7%	66.6%	28.1%	0.2%	1.1%	2.5%	0.1%	0.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		95.2%														
Trucks & Buses										4.7%						
AM Times	07:30	07:45	07:45	08:15	09:45	09:15	07:45	07:15	09:15	08:00						07:45
AM Peaks	2	79	32	1	4	4	1	2	2	1						118
PM Times	12:15	16:30	14:30	14:15	13:30	12:30	12:15	12:15	14:30	15:00						14:30
PM Peaks	1	69	31	1	3	7	1	1	1	1						102

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 3C  
 Site ID: 000000003718  
 Location: Canal Blvd. EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.17718, -81.38889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	10
06:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
07:00	0	6	3	0	1	0	1	0	0	0	0	0	0	0	0	11
Hour Total	0	8	11	0	1	0	1	0	0	0	0	0	0	0	0	21
07:15	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	22
07:30	0	10	8	0	0	0	0	0	0	0	0	0	0	0	0	18
07:45	0	19	9	0	0	0	0	0	0	0	0	0	0	0	0	28
08:00	2	21	11	0	0	0	0	1	1	0	0	0	0	0	0	36
Hour Total	2	61	39	0	0	0	0	1	1	0	0	0	0	0	0	104
08:15	0	23	11	0	1	1	0	0	0	0	0	0	0	0	0	36
08:30	0	21	8	0	0	0	0	0	0	0	0	0	0	0	0	29
08:45	0	10	7	0	0	0	0	0	0	0	0	0	0	0	0	17
09:00	0	14	4	0	0	1	0	0	0	0	0	0	0	0	0	19



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 3C  
 Site ID: 000000003718  
 Location: Canal Blvd. EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.17718, -81.38889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	68	30	0	1	2	0	0	0	0	0	0	0	0	0	101
09:15	0	13	5	0	0	0	0	0	1	0	0	0	0	0	0	19
09:30	0	11	8	0	0	1	0	0	1	0	0	0	0	0	0	21
09:45	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	8
10:00	1	9	2	0	0	1	0	0	0	0	0	0	0	0	0	13
Hour Total	1	39	15	0	0	4	0	0	2	0	0	0	0	0	0	61
10:15	0	14	2	1	0	2	0	0	0	0	0	0	0	0	0	19
10:30	0	11	4	0	0	2	0	0	0	0	0	0	0	0	0	17
10:45	0	15	9	0	0	1	0	0	0	0	0	0	0	0	0	25
11:00	0	10	3	0	0	1	0	0	0	0	0	0	0	0	0	14
Hour Total	0	50	18	1	0	6	0	0	0	0	0	0	0	0	0	75
11:15	0	13	5	0	0	2	0	0	0	0	0	0	0	0	0	20
11:30	0	8	6	0	2	1	0	0	0	0	0	0	0	0	0	17
11:45	0	11	9	0	0	1	0	0	0	0	0	0	0	0	0	21
12:00	1	9	10	0	0	1	0	0	0	0	0	0	0	0	0	21
Hour Total	1	41	30	0	2	5	0	0	0	0	0	0	0	0	0	79
12:15	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
12:30	0	16	14	0	1	2	0	0	0	0	0	0	0	0	0	33
12:45	0	11	7	0	1	0	0	1	0	0	0	0	0	0	0	20
13:00	0	12	3	0	0	2	0	0	0	0	0	0	0	0	0	17
Hour Total	0	46	28	0	2	4	0	1	0	0	0	0	0	0	0	81
13:15	0	11	10	0	1	0	0	0	0	0	0	0	0	0	0	22
13:30	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
13:45	1	15	4	0	1	1	0	0	0	0	0	0	0	0	0	22
14:00	0	18	10	0	0	2	0	0	0	0	0	0	0	0	0	30
Hour Total	1	51	28	0	2	3	0	0	0	0	0	0	0	0	0	85
14:15	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
14:30	2	19	4	0	1	1	0	0	0	0	0	0	0	0	0	27
14:45	0	18	8	0	0	1	0	0	0	0	0	0	0	0	0	27
15:00	1	12	6	0	1	0	0	0	0	0	0	0	0	0	0	20
Hour Total	3	71	23	0	2	2	0	0	0	0	0	0	0	0	0	101
15:15	1	19	7	0	1	0	0	0	0	0	0	0	0	0	0	28
15:30	0	15	2	0	0	3	0	0	0	0	0	0	0	0	0	20
15:45	0	22	7	0	1	1	0	0	0	0	0	0	0	0	0	31
16:00	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	1	71	20	0	2	4	0	0	0	0	0	0	0	0	0	98
16:15	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
16:30	1	12	5	0	0	0	0	0	0	0	0	0	0	0	0	18
16:45	0	19	4	0	1	0	0	0	0	0	0	0	0	0	0	24
17:00	0	27	5	0	0	0	0	0	0	0	0	0	0	0	0	32
Hour Total	1	74	16	0	1	0	0	0	0	0	0	0	0	0	0	92

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 3C  
 Site ID: 000000003718  
 Location: Canal Blvd. EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.17718, -81.38889

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
17:30	1	14	4	0	0	0	0	0	0	0	0	0	0	0	0	19
17:45	1	13	8	0	0	0	0	0	0	0	0	0	0	0	0	22
18:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	2	69	17	0	0	0	0	0	0	0	0	0	0	0	0	88
18:15	0	16	4	0	1	0	0	0	0	0	0	0	0	0	0	21
18:30	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
18:45	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
19:00	1	8	3	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	1	39	12	0	2	0	0	0	0	0	0	0	0	0	0	54
19:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
19:30	0	11	3	0	1	0	0	0	0	0	0	0	0	0	0	15
19:45	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
20:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	26	7	0	1	0	0	0	0	0	0	0	0	0	0	34
20:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
20:30	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
20:45	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
21:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	1	37	3	0	0	0	0	0	0	0	0	0	0	0	0	41
21:15	0	6	1	0	0	0	0	0	0	1	0	0	0	0	0	8
21:30	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
21:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	37	5	0	0	0	0	0	0	1	0	0	0	0	0	43
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	8
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
DAY TOTAL	15	811	308	1	16	30	1	2	3	1	0	0	0	0	0	1188
PERCENTS	1.3%	68.3%	26.0%	0.1%	1.4%	2.6%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		95.4%														
Trucks & Buses										4.5%						
AM Times	07:15	07:45	07:15	09:30	10:45	09:45	06:15	07:15	08:45							07:45
AM Peaks	2	84	39	1	2	7	1	1	2							129
PM Times	14:30	16:45	12:30		12:30	12:15		12:15		20:30						14:00
PM Peaks	4	88	34		3	4		1		1						111
GRAND TOTAL	35	2436	938	7	46	74	4	8	8	3	0	0	0	0	0	3559
PERCENTS	1.0%	68.5%	26.4%	0.2%	1.3%	2.1%	0.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 4A  
 Site ID: 000000009379  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.16563, -81.38618



TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
05:00	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0	4
Hour Total	0	4	1	0	0	0	1	0	2	1	0	0	0	0	0	9
05:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	4
05:45	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	1	15	3	0	0	0	1	0	0	0	0	0	0	0	0	20
06:15	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	7
06:30	0	14	3	0	1	0	2	0	0	0	1	0	0	0	0	21
06:45	0	11	2	0	0	0	1	0	0	0	0	0	0	0	0	14
07:00	1	5	0	0	0	1	2	0	0	2	0	0	0	0	0	11
Hour Total	1	36	5	1	1	1	5	0	0	2	0	1	0	0	0	53
07:15	1	3	1	0	0	0	11	0	0	2	0	0	1	0	0	19
07:30	2	3	0	0	0	1	30	0	5	6	0	0	1	0	0	48
07:45	1	5	0	0	0	2	17	0	0	3	0	0	0	0	0	28
08:00	6	5	0	0	0	0	27	0	2	2	0	0	0	0	0	42
Hour Total	10	16	1	0	0	3	85	0	7	13	0	0	2	0	0	137
08:15	5	3	0	0	0	2	36	0	5	3	0	1	2	0	0	57
08:30	2	7	0	0	0	2	35	0	0	4	0	0	2	0	0	52
08:45	6	3	1	0	0	1	30	0	2	6	0	0	3	0	0	52
09:00	7	6	0	0	0	1	29	2	2	8	0	0	4	0	0	59

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 4A  
 Site ID: 000000009379  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.16563, -81.38618

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	20	19	1	0	0	6	130	2	9	21	0	1	11	0	0	220
09:15	9	3	0	0	0	0	14	0	5	5	0	0	1	0	0	37
09:30	1	4	0	0	0	0	17	0	2	7	0	0	4	0	0	35
09:45	4	5	0	0	0	0	9	0	1	4	0	0	0	0	0	23
10:00	2	3	0	0	0	0	19	0	1	3	0	0	0	0	0	28
Hour Total	16	15	0	0	0	0	59	0	9	19	0	0	5	0	0	123
10:15	5	1	0	0	0	0	10	0	2	3	0	0	0	0	0	21
10:30	2	1	0	0	0	1	20	0	0	2	0	0	1	0	0	27
10:45	6	24	8	1	0	1	9	0	0	1	0	0	0	0	0	50
11:00	0	67	27	0	1	3	0	0	1	0	0	0	0	0	0	99
Hour Total	13	93	35	1	1	5	39	0	3	6	0	0	1	0	0	197
11:15	0	75	26	0	0	1	0	1	0	0	0	0	0	0	0	103
11:30	0	75	18	0	3	0	0	1	0	0	0	0	0	0	0	97
11:45	1	74	26	0	2	2	0	0	0	0	0	0	0	0	0	105
12:00	0	72	14	0	1	0	0	0	0	0	1	0	0	0	0	88
Hour Total	1	296	84	0	6	3	0	2	0	0	1	0	0	0	0	393
12:15	0	93	23	0	1	0	0	1	0	0	0	0	0	0	0	118
12:30	0	77	25	0	2	0	0	0	0	0	0	0	0	0	0	104
12:45	0	79	24	0	2	1	0	0	1	0	0	0	0	0	0	107
13:00	0	88	24	0	3	0	0	1	0	0	1	0	0	0	0	117
Hour Total	0	337	96	0	8	1	0	2	1	0	1	0	0	0	0	446
13:15	0	85	26	0	0	1	0	1	0	0	0	0	0	0	0	113
13:30	0	79	21	0	2	0	0	0	0	0	0	0	0	0	0	102
13:45	0	96	22	0	0	2	0	0	0	0	0	0	0	0	0	120
14:00	0	91	25	1	1	3	0	0	0	0	0	0	0	0	0	121
Hour Total	0	351	94	1	3	6	0	1	0	0	0	0	0	0	0	456
14:15	0	104	24	1	1	0	0	0	2	0	0	0	0	0	0	132
14:30	0	88	16	0	1	1	0	0	1	0	0	0	0	0	0	107
14:45	0	86	14	1	1	1	0	0	0	0	0	0	0	0	0	103
15:00	0	47	12	0	0	0	0	1	0	0	0	0	0	0	0	60
Hour Total	0	325	66	2	3	2	0	1	3	0	0	0	0	0	0	402
15:15	2	99	18	0	1	0	0	0	1	0	0	0	0	0	0	121
15:30	0	88	29	0	0	2	0	0	0	0	0	0	0	0	0	119
15:45	1	104	31	2	1	0	0	0	1	0	0	0	0	0	0	140
16:00	0	124	23	2	2	0	0	1	0	0	0	0	0	0	0	152
Hour Total	3	415	101	4	4	2	0	1	2	0	0	0	0	0	0	532
16:15	1	124	27	0	1	0	0	0	0	0	0	1	0	0	0	154
16:30	0	105	25	0	2	0	0	2	0	0	0	0	0	0	0	134
16:45	0	122	26	1	1	2	0	0	0	0	0	0	0	0	0	152
17:00	1	143	33	1	2	0	0	1	0	0	0	0	0	0	0	181
Hour Total	2	494	111	2	6	2	0	3	0	0	0	1	0	0	0	621

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 4A  
 Site ID: 00000009379  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.16563, -81.38618

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	1	158	35	3	1	0	0	0	0	0	0	0	0	0	0	198
17:30	1	157	21	2	2	1	0	1	0	0	0	0	0	0	0	185
17:45	1	132	30	0	1	0	0	1	0	0	0	0	0	0	0	165
18:00	0	147	25	0	1	2	0	1	0	0	0	0	0	0	0	176
Hour Total	3	594	111	5	5	3	0	3	0	0	0	0	0	0	0	724
18:15	0	141	30	0	1	1	0	0	0	0	0	0	0	0	0	173
18:30	0	134	18	0	0	0	0	0	0	0	0	0	0	0	0	152
18:45	2	112	27	0	2	0	0	1	0	0	0	0	0	0	0	144
19:00	0	91	20	0	0	0	0	0	0	0	0	0	0	0	0	111
Hour Total	2	478	95	0	3	1	0	1	0	0	0	0	0	0	0	580
19:15	1	74	14	0	0	0	0	0	0	0	0	0	0	0	0	89
19:30	1	64	18	0	0	0	0	0	0	0	0	0	0	0	0	83
19:45	1	77	15	0	0	0	0	0	0	0	0	0	0	0	0	93
20:00	1	71	17	0	0	0	0	0	0	0	0	0	0	0	0	89
Hour Total	4	286	64	0	0	0	0	0	0	0	0	0	0	0	0	354
20:15	0	64	9	0	0	0	0	0	0	0	0	0	0	0	0	73
20:30	0	73	14	0	0	0	0	0	1	0	0	0	0	0	0	88
20:45	0	50	5	0	0	0	0	0	0	0	0	0	0	0	0	55
21:00	1	67	5	0	0	0	0	0	0	0	0	0	0	0	0	73
Hour Total	1	254	33	0	0	0	0	0	1	0	0	0	0	0	0	289
21:15	0	44	5	0	0	0	0	0	0	0	0	0	0	0	0	49
21:30	0	29	6	0	1	0	0	0	0	0	0	0	0	0	0	36
21:45	0	26	3	0	0	0	0	0	0	0	0	0	0	0	0	29
22:00	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	0	124	16	0	1	0	0	0	0	0	0	0	0	0	0	141
22:15	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
22:30	0	18	6	0	0	0	0	0	0	0	0	0	0	0	0	24
22:45	0	10	3	0	0	0	0	0	1	0	0	0	0	0	0	14
23:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	60	13	0	0	0	0	0	1	0	0	0	0	0	0	74
23:15	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
24:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	35	2	0	0	0	0	0	0	0	0	0	0	0	0	37
DAY TOTAL	77	4254	935	16	41	35	320	16	38	62	2	3	19	0	0	5818
PERCENTS	1.4%	73.2%	16.1%	0.3%	0.8%	0.6%	5.5%	0.2%	0.6%	1.0%	0.0%	0.0%	0.3%	0.0%	0.0%	100%
Passenger Vehicles		90.5%														
Trucks & Buses										9.4%						
AM Times	08:30	11:15	11:00	05:30	11:00	07:45	08:15	08:15	07:30	08:45	11:15	05:45	08:45			11:00
AM Peaks	24	296	97	1	6	6	130	2	12	26	1	1	12			404
PM Times	17:00	17:15	16:30	16:45	12:15	13:15		15:45	13:45		12:15	15:30				17:00
PM Peaks	4	594	119	7	8	6		3	3		1	1				729



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 4A  
 Site ID: 000000009379  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.16563, -81.38618

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
00:30	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	4
00:45	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	20	6	0	1	0	0	0	0	0	0	0	0	0	0	27
01:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	15	2	0	1	0	0	0	0	0	0	0	0	0	0	18
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	6
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
05:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	10	1	0	0	0	0	0	1	0	0	0	0	0	0	12
05:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
05:30	0	12	3	0	0	1	0	0	0	0	0	0	0	0	0	16
05:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
06:00	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	44	8	0	0	1	0	0	0	0	0	0	0	0	0	53
06:15	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
06:30	1	11	4	0	1	1	0	0	0	0	0	0	0	0	0	18
06:45	0	20	10	0	0	0	0	1	0	0	0	0	0	0	0	31
07:00	0	35	8	0	0	0	0	0	1	0	0	0	0	0	0	44
Hour Total	1	94	25	0	1	1	0	1	1	0	0	0	0	0	0	124
07:15	0	59	13	1	1	0	0	0	0	0	0	0	0	0	0	74
07:30	0	107	31	2	1	0	0	0	0	0	0	0	0	0	0	141
07:45	0	67	20	0	0	0	0	0	0	0	0	0	0	0	0	87
08:00	1	67	26	0	1	0	0	0	1	0	0	0	0	0	0	96
Hour Total	1	300	90	3	3	0	0	0	1	0	0	0	0	0	0	398
08:15	0	95	25	0	1	0	0	0	0	0	0	0	0	0	0	121
08:30	0	98	30	1	1	0	0	0	0	0	0	0	0	0	0	130
08:45	0	110	21	1	2	0	0	0	1	0	0	0	0	0	0	135
09:00	0	96	23	3	3	0	0	0	0	0	0	0	0	0	0	125

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 4A  
 Site ID: 000000009379  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.16563, -81.38618

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	399	99	5	7	0	0	0	1	0	0	0	0	0	0	511
09:15	0	64	19	2	2	1	0	0	0	0	0	0	0	0	0	88
09:30	0	49	26	0	2	3	0	1	0	0	0	0	0	0	0	81
09:45	0	48	13	0	1	1	0	0	0	0	0	0	0	0	0	63
10:00	0	53	25	0	0	2	0	0	1	0	0	0	0	0	0	81
Hour Total	0	214	83	2	5	7	0	1	1	0	0	0	0	0	0	313
10:15	0	56	19	0	2	1	0	0	0	0	0	0	0	0	0	78
10:30	0	65	18	1	1	3	0	0	0	0	0	0	0	0	0	88
10:45	1	76	16	1	0	2	0	1	0	0	0	0	0	0	0	97
11:00	0	63	24	0	0	2	0	0	0	0	1	0	0	0	0	90
Hour Total	1	260	77	2	3	8	0	1	0	0	1	0	0	0	0	353
11:15	0	64	21	0	1	1	0	0	0	0	0	0	0	0	0	87
11:30	0	81	22	0	0	1	1	0	0	0	0	0	0	0	0	105
11:45	0	73	26	0	1	4	0	2	0	0	0	0	0	0	0	106
12:00	0	84	19	0	2	1	0	0	0	0	0	0	0	0	0	106
Hour Total	0	302	88	0	4	7	1	2	0	0	0	0	0	0	0	404
12:15	0	91	25	1	1	0	0	0	1	0	0	0	0	0	0	119
12:30	0	102	25	0	1	1	1	0	0	0	0	0	0	0	0	130
12:45	0	78	24	0	0	2	0	0	1	0	0	0	0	0	0	105
13:00	1	94	31	0	1	0	1	0	1	0	0	0	0	0	0	129
Hour Total	1	365	105	1	3	3	2	0	3	0	0	0	0	0	0	483
13:15	1	90	29	0	1	1	0	0	0	0	1	0	0	0	0	123
13:30	0	75	17	0	0	2	0	1	0	0	0	0	0	0	0	95
13:45	1	85	28	1	2	1	0	0	2	0	1	0	0	0	0	121
14:00	0	51	15	1	1	2	0	0	0	0	0	0	0	0	0	70
Hour Total	2	301	89	2	4	6	0	1	2	0	2	0	0	0	0	409
14:15	1	87	26	0	3	2	0	1	0	0	0	0	0	0	0	120
14:30	0	82	21	0	0	1	0	0	0	0	0	0	0	0	0	104
14:45	1	65	25	1	1	0	0	0	0	0	0	0	0	0	0	93
15:00	0	54	19	1	2	0	0	0	0	0	0	0	0	0	0	76
Hour Total	2	288	91	2	6	3	0	1	0	0	0	0	0	0	0	393
15:15	0	117	29	0	4	3	0	1	0	0	1	0	0	0	0	155
15:30	1	87	23	0	3	3	0	0	0	0	0	0	0	0	0	117
15:45	0	91	28	2	1	0	0	0	0	0	0	0	0	0	0	122
16:00	2	116	22	1	2	0	0	0	0	0	0	0	0	0	0	143
Hour Total	3	411	102	3	10	6	0	1	0	0	1	0	0	0	0	537
16:15	1	113	24	3	0	2	0	0	0	0	0	1	0	0	0	144
16:30	0	145	20	0	1	0	0	0	0	0	0	0	0	0	0	166
16:45	0	141	24	0	0	0	0	0	0	0	0	0	0	0	0	165
17:00	0	130	22	0	0	0	0	0	0	0	1	0	0	0	0	153
Hour Total	1	529	90	3	1	2	0	0	0	0	1	1	0	0	0	628

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 4A  
 Site ID: 00000009379  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.16563, -81.38618

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	151	25	0	1	0	0	0	1	0	0	0	0	0	0	178
17:30	2	151	29	0	1	0	0	1	0	0	0	0	0	0	0	184
17:45	1	119	34	0	1	0	0	0	1	0	0	0	0	0	0	156
18:00	1	131	31	0	0	0	0	0	0	0	0	0	0	0	0	163
Hour Total	4	552	119	0	3	0	0	1	2	0	0	0	0	0	0	681
18:15	0	118	31	0	0	0	0	0	1	0	0	0	0	0	0	150
18:30	0	133	23	0	0	0	0	1	0	0	0	0	0	0	0	157
18:45	0	121	22	0	0	1	0	0	0	0	0	0	0	0	0	144
19:00	0	94	18	0	0	0	0	0	0	0	0	0	0	0	0	112
Hour Total	0	466	94	0	0	1	0	1	1	0	0	0	0	0	0	563
19:15	0	85	13	0	0	0	0	0	0	0	0	0	0	0	0	98
19:30	0	72	14	0	0	0	0	0	0	0	0	0	0	0	0	86
19:45	0	91	11	0	0	0	0	0	0	0	0	0	0	0	0	102
20:00	1	67	4	0	0	0	0	0	0	0	0	0	0	0	0	72
Hour Total	1	315	42	0	0	0	0	0	0	0	0	0	0	0	0	358
20:15	0	63	6	0	0	0	0	0	0	0	0	0	0	0	0	69
20:30	0	57	10	0	0	0	0	0	0	0	0	0	0	0	0	67
20:45	0	71	5	0	0	0	0	0	0	0	0	0	0	0	0	76
21:00	1	79	16	0	0	0	0	0	0	0	0	0	0	0	0	96
Hour Total	1	270	37	0	0	0	0	0	0	0	0	0	0	0	0	308
21:15	0	52	4	0	0	0	0	0	0	0	0	0	0	0	0	56
21:30	0	41	5	0	0	0	0	0	0	0	0	0	0	0	0	46
21:45	0	37	8	0	0	0	0	0	0	0	0	0	0	0	0	45
22:00	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	150	22	0	0	0	0	0	0	0	0	0	0	0	0	172
22:15	0	22	7	0	0	0	0	0	0	0	0	0	0	0	0	29
22:30	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
22:45	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
23:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	63	11	0	0	0	0	0	0	0	0	0	0	0	0	74
23:15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
23:30	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
23:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
24:00	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	1	30	7	0	0	0	0	0	0	0	0	0	0	0	0	38
DAY TOTAL	19	5405	1290	23	52	46	3	10	13	0	5	1	0	0	0	6867
PERCENTS	0.3%	78.8%	18.8%	0.4%	0.8%	0.7%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		97.7%														
Trucks & Buses										2.2%						
AM Times	05:45	08:15	07:30	08:30	08:45	10:00	10:45	11:00	08:00		10:15					08:15
AM Peaks	1	399	102	7	9	8	1	2	2		1					511
PM Times	15:30	16:45	17:30	15:30	14:45	13:30	12:15	13:30	12:15		13:00	15:30				17:15
PM Peaks	4	573	125	6	10	7	2	2	3		2	1				681

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 4A  
 Site ID: 000000009379  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.16563, -81.38618

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	24
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	12	1	0	1	0	0	1	0	0	0	0	0	0	0	15
05:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	10	2	0	0	1	0	0	1	0	0	0	0	0	0	14
05:45	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
06:00	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	30	9	0	0	1	0	0	1	0	0	0	0	0	0	41
06:15	0	13	3	0	1	0	0	0	0	0	0	0	0	0	0	17
06:30	0	18	4	0	0	1	0	0	0	0	0	0	0	0	0	23
06:45	0	17	13	0	2	0	0	0	0	0	0	0	0	0	0	32
07:00	0	33	9	0	2	0	0	0	0	0	0	0	0	0	0	44
Hour Total	0	81	29	0	5	1	0	0	0	0	0	0	0	0	0	116
07:15	0	60	12	1	1	1	0	0	0	0	0	0	0	0	0	75
07:30	0	82	32	2	2	1	0	0	0	0	1	0	0	0	0	120
07:45	0	58	19	0	1	0	1	0	1	0	0	0	0	0	0	80
08:00	0	73	23	0	3	0	0	1	1	0	0	0	0	0	0	101
Hour Total	0	273	86	3	7	2	1	1	2	0	1	0	0	0	0	376
08:15	1	88	25	0	0	2	0	1	0	0	0	0	0	0	0	117
08:30	0	112	39	1	1	4	0	2	0	0	0	0	0	0	0	159
08:45	0	107	50	1	0	1	1	0	0	0	1	0	0	0	0	161
09:00	0	98	20	2	4	4	0	0	0	0	0	0	0	0	0	128

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 4A  
 Site ID: 00000009379  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.16563, -81.38618

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	1	405	134	4	5	11	1	3	0	0	1	0	0	0	0	565
09:15	1	69	15	1	2	1	0	0	0	0	0	0	0	0	0	89
09:30	0	73	19	0	0	1	0	0	0	0	0	0	0	0	0	93
09:45	1	64	16	0	3	2	0	0	0	0	0	0	0	0	0	86
10:00	0	73	20	0	0	3	0	0	0	0	0	0	0	0	0	96
Hour Total	2	279	70	1	5	7	0	0	0	0	0	0	0	0	0	364
10:15	0	64	18	0	0	2	0	0	0	0	0	0	0	0	0	84
10:30	0	69	31	0	1	2	0	0	0	0	0	0	0	0	0	103
10:45	0	68	25	0	1	1	0	1	0	0	0	2	0	0	0	98
11:00	0	70	26	0	2	3	0	0	0	0	0	0	0	0	0	101
Hour Total	0	271	100	0	4	8	0	1	0	0	0	2	0	0	0	386
11:15	0	65	20	0	0	2	0	0	0	0	0	0	0	0	0	87
11:30	0	76	19	0	4	2	0	0	1	0	0	0	0	0	0	102
11:45	1	61	23	0	1	3	0	0	1	0	0	0	0	0	0	90
12:00	0	71	34	0	0	1	0	1	0	0	0	0	0	0	0	107
Hour Total	1	273	96	0	5	8	0	1	2	0	0	0	0	0	0	386
12:15	1	71	18	0	2	3	0	0	1	0	0	0	0	0	0	96
12:30	0	83	29	0	3	6	1	1	0	0	0	0	0	0	0	123
12:45	1	84	20	0	1	1	0	2	0	0	1	0	0	0	0	110
13:00	0	79	28	1	1	4	0	0	0	0	0	0	0	0	0	113
Hour Total	2	317	95	1	7	14	1	3	1	0	1	0	0	0	0	442
13:15	1	84	26	0	1	1	0	0	0	0	0	0	0	0	0	113
13:30	0	87	23	0	1	4	0	1	0	0	0	0	0	0	0	116
13:45	0	70	23	0	2	2	0	1	0	0	0	0	0	0	0	98
14:00	0	102	25	0	1	3	0	1	0	0	0	0	0	0	0	132
Hour Total	1	343	97	0	5	10	0	3	0	0	0	0	0	0	0	459
14:15	0	106	26	0	0	1	0	0	1	0	0	0	0	0	0	134
14:30	0	94	19	0	0	0	0	0	0	0	0	0	0	0	0	113
14:45	0	94	21	2	1	1	0	0	0	0	0	0	0	0	0	119
15:00	0	57	7	0	0	0	0	0	1	0	0	0	0	0	0	65
Hour Total	0	351	73	2	1	2	0	0	2	0	0	0	0	0	0	431
15:15	0	86	29	0	2	0	0	0	0	0	0	1	0	0	0	118
15:30	0	106	31	0	4	1	0	0	0	1	0	1	0	0	0	144
15:45	0	101	22	0	1	1	0	0	0	0	0	0	0	0	0	125
16:00	0	136	25	2	3	1	0	0	0	0	0	0	0	0	0	167
Hour Total	0	429	107	2	10	3	0	0	0	1	0	2	0	0	0	554
16:15	1	106	33	0	2	0	0	0	0	0	0	0	0	0	0	142
16:30	0	124	35	0	0	0	0	0	0	0	0	1	0	0	0	160
16:45	1	121	27	1	2	0	0	0	0	0	0	0	0	0	0	152
17:00	0	121	28	2	2	0	0	1	0	0	0	0	0	0	0	154
Hour Total	2	472	123	3	6	0	0	1	0	0	0	1	0	0	0	608



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 4A  
 Site ID: 000000009379  
 Location: Palm Valley Rd. SB  
 Direction: SOUTH  
 Lane: 1

File: SB.prn  
 City: 16-221 AW Max  
 County: 30.16563, -81.38618

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
-----																
17:15	0	152	38	2	1	0	1	0	0	0	0	0	0	0	0	194
17:30	0	158	30	1	2	0	0	0	0	0	0	0	0	0	0	191
17:45	0	131	23	0	0	0	0	0	0	0	0	0	0	0	0	154
18:00	0	128	31	0	2	0	0	0	0	0	0	0	0	0	0	161
Hour Total	0	569	122	3	5	0	1	0	0	0	0	0	0	0	0	700
-----																
18:15	0	154	16	0	1	0	0	0	0	0	0	0	0	0	0	171
18:30	0	121	23	0	1	0	0	1	1	0	0	0	0	0	0	147
18:45	0	122	26	0	0	0	0	0	0	0	0	0	0	0	0	148
19:00	0	97	17	0	0	0	0	0	1	0	0	0	0	0	0	115
Hour Total	0	494	82	0	2	0	0	1	2	0	0	0	0	0	0	581
-----																
19:15	0	84	11	0	0	0	0	0	0	0	0	0	0	0	0	95
19:30	1	84	9	0	0	0	0	0	0	0	0	0	0	0	0	94
19:45	0	59	7	0	0	0	0	0	0	0	0	0	0	0	0	66
20:00	0	58	12	0	0	0	0	0	0	0	0	0	0	0	0	70
Hour Total	1	285	39	0	0	0	0	0	0	0	0	0	0	0	0	325
-----																
20:15	0	77	12	0	0	0	0	1	0	0	0	0	0	0	0	90
20:30	0	67	9	0	0	0	0	0	0	0	0	0	0	0	0	76
20:45	0	51	7	0	0	0	0	0	0	0	0	0	0	0	0	58
21:00	1	56	10	0	0	0	0	0	0	0	0	0	0	0	0	67
Hour Total	1	251	38	0	0	0	0	1	0	0	0	0	0	0	0	291
-----																
21:15	0	54	11	0	0	0	0	0	0	0	0	0	0	0	0	65
21:30	1	56	5	0	0	0	0	0	0	0	0	0	0	0	0	62
21:45	1	50	11	0	0	0	0	0	0	0	0	0	0	0	0	62
22:00	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	30
Hour Total	2	185	32	0	0	0	0	0	0	0	0	0	0	0	0	219
-----																
22:15	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
22:30	0	31	4	0	0	0	0	0	0	0	0	0	0	0	0	35
22:45	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
23:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	83	8	0	0	0	0	0	0	0	0	0	0	0	0	91
-----																
23:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
23:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
24:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	34	5	0	0	0	0	0	0	0	0	0	0	0	0	39
-----																
DAY TOTAL	13	5484	1348	19	68	67	4	16	10	1	3	5	0	0	0	7038
PERCENTS	0.2%	78.0%	19.2%	0.3%	1.0%	1.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	97.2%															
Trucks & Buses	2.7%															
-----																
AM Times	09:00	08:15	08:00	08:30	09:00	08:15	07:00	07:45	07:15		06:45	10:00				08:15
AM Peaks	2	405	137	5	9	11	1	4	2		1	2				565
-----																
PM Times	21:00	17:30	16:30	16:45	15:15	12:15	12:15	12:15	14:15	14:45	12:15	14:45				17:15
PM Peaks	3	571	128	6	10	14	1	3	2	1	1	2				700
=====																
GRAND TOTAL	109	5484	1348	19	68	67	4	16	10	1	3	5	0	0	0	7038
PERCENTS	0.6%	76.8%	18.2%	0.3%	0.9%	0.8%	1.6%	0.2%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 4B  
 Site ID: 000000020167  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: D0816009.prn  
 City: 16-221 AW Max  
 County: 30.16283, -81.38580

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	3
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
04:45	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	15	7	0	0	0	0	0	1	0	0	0	0	0	0	23
05:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
05:30	0	10	3	0	0	0	0	0	1	0	0	0	0	0	0	14
05:45	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
06:00	0	18	2	1	1	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	49	9	1	1	0	0	0	1	0	0	0	0	0	0	61
06:15	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	29
06:30	0	60	9	1	0	1	0	0	0	0	0	0	0	0	0	71
06:45	0	38	11	3	0	1	0	0	0	0	0	0	0	0	0	53
07:00	0	74	16	1	0	1	0	0	1	0	0	0	0	0	0	93
Hour Total	0	197	40	5	0	3	0	0	1	0	0	0	0	0	0	246
07:15	0	91	18	1	1	1	0	0	0	0	0	0	0	0	0	112
07:30	0	143	21	3	1	0	0	0	0	0	0	0	0	0	0	168
07:45	0	131	26	0	1	0	0	0	0	0	0	0	0	0	0	158
08:00	0	155	42	0	2	0	0	0	1	0	0	0	0	0	0	200
Hour Total	0	520	107	4	5	1	0	0	1	0	0	0	0	0	0	638
08:15	0	171	30	4	2	0	0	0	0	0	0	0	0	0	0	207
08:30	0	139	27	2	1	0	0	0	0	0	0	0	0	0	0	169
08:45	0	105	32	0	0	0	0	0	0	0	0	0	0	0	0	137
09:00	0	129	23	0	2	1	0	0	0	0	0	0	0	0	0	155

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 4B  
 Site ID: 000000020167  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: D0816009.prn  
 City: 16-221 AW Max  
 County: 30.16283, -81.38580

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	544	112	6	5	1	0	0	0	0	0	0	0	0	0	668
09:15	0	106	22	0	0	0	0	1	1	0	0	0	0	0	0	130
09:30	0	110	32	1	4	1	0	0	0	0	0	0	0	0	0	148
09:45	2	89	23	0	4	0	0	1	0	0	0	0	0	0	0	119
10:00	0	77	22	0	1	1	0	0	0	0	0	0	0	0	0	101
Hour Total	2	382	99	1	9	2	0	2	1	0	0	0	0	0	0	498
10:15	0	80	18	1	3	1	0	0	0	1	0	0	0	0	0	104
10:30	0	72	22	0	1	1	0	1	0	0	0	0	0	0	0	97
10:45	0	78	28	0	2	2	0	1	0	0	0	0	0	0	0	111
11:00	0	68	21	0	0	1	0	0	1	0	0	0	0	0	0	91
Hour Total	0	298	89	1	6	5	0	2	1	1	0	0	0	0	0	403
11:15	0	75	25	0	3	0	0	0	0	0	0	0	0	0	0	103
11:30	0	84	13	0	2	1	0	0	0	0	0	0	0	0	0	100
11:45	0	73	22	0	2	0	0	1	0	0	0	0	0	0	0	98
12:00	0	91	37	0	1	1	0	0	0	0	0	0	0	0	0	130
Hour Total	0	323	97	0	8	2	0	1	0	0	0	0	0	0	0	431
12:15	0	75	22	1	2	0	0	1	1	0	0	0	0	0	0	102
12:30	0	89	30	0	2	1	1	0	0	0	0	0	0	0	0	123
12:45	1	85	39	1	0	1	0	0	0	0	0	0	0	0	0	127
13:00	0	80	25	1	1	1	0	0	0	0	0	0	0	0	0	108
Hour Total	1	329	116	3	5	3	1	1	1	0	0	0	0	0	0	460
13:15	0	82	18	1	2	2	0	0	0	0	0	0	0	0	0	105
13:30	1	66	24	3	0	0	0	0	0	0	0	0	0	0	0	94
13:45	0	59	23	4	6	0	0	0	2	0	0	0	0	0	0	94
14:00	1	71	24	5	0	1	0	0	0	0	0	0	0	0	0	102
Hour Total	2	278	89	13	8	3	0	0	2	0	0	0	0	0	0	395
14:15	0	102	23	1	0	0	0	0	1	0	0	0	0	0	0	127
14:30	1	87	18	2	4	1	0	0	0	0	0	0	0	0	0	113
14:45	0	92	33	2	1	0	0	0	0	0	0	0	0	0	0	128
15:00	0	79	22	2	1	1	0	1	0	0	0	0	0	0	0	106
Hour Total	1	360	96	7	6	2	0	1	1	0	0	0	0	0	0	474
15:15	1	57	17	0	2	0	0	0	1	0	0	0	0	0	0	78
15:30	0	66	20	0	1	1	0	0	1	0	0	0	0	0	0	89
15:45	0	76	16	0	2	2	0	0	0	0	0	0	0	0	0	96
16:00	2	73	22	1	1	0	0	0	0	0	0	0	0	0	0	99
Hour Total	3	272	75	1	6	3	0	0	2	0	0	0	0	0	0	362
16:15	0	104	17	2	0	0	0	0	0	0	0	0	0	0	0	123
16:30	0	109	31	1	2	0	0	1	0	0	0	0	0	0	0	144
16:45	0	87	24	0	2	1	0	1	1	0	0	0	0	0	0	116
17:00	0	86	23	2	0	1	0	0	0	0	0	0	0	0	0	112
Hour Total	0	386	95	5	4	2	0	2	1	0	0	0	0	0	0	495

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 4B  
 Site ID: 000000020167  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: D0816009.prn  
 City: 16-221 AW Max  
 County: 30.16283, -81.38580

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	83	28	0	2	0	0	0	0	0	0	0	0	0	0	113
17:30	0	107	26	0	0	0	0	1	0	0	0	0	0	0	0	134
17:45	0	97	24	0	0	1	0	1	0	0	0	0	0	0	0	123
18:00	0	79	17	0	1	1	0	0	0	0	0	0	0	0	0	98
Hour Total	0	366	95	0	3	2	0	2	0	0	0	0	0	0	0	468
18:15	0	97	19	0	1	0	0	0	0	0	0	0	0	0	0	117
18:30	1	95	21	0	0	1	0	0	0	0	0	0	0	0	0	118
18:45	0	92	18	0	0	0	0	0	0	0	0	0	0	0	0	110
19:00	0	68	18	0	0	0	0	0	0	0	0	0	0	0	0	86
Hour Total	1	352	76	0	1	1	0	0	0	0	0	0	0	0	0	431
19:15	0	46	14	0	0	0	0	0	0	0	0	0	0	0	0	60
19:30	0	63	11	0	0	0	0	1	0	0	0	0	0	0	0	75
19:45	0	40	9	0	1	0	0	0	0	0	0	0	0	0	0	50
20:00	0	36	4	0	0	0	0	0	0	0	0	0	0	0	0	40
Hour Total	0	185	38	0	1	0	0	1	0	0	0	0	0	0	0	225
20:15	0	46	11	0	0	0	0	0	0	0	0	0	0	0	0	57
20:30	0	41	19	0	0	0	0	0	0	0	0	0	0	0	0	60
20:45	0	40	7	0	0	0	0	0	0	0	0	0	0	0	0	47
21:00	0	27	6	0	0	0	0	0	0	0	0	0	0	0	0	33
Hour Total	0	154	43	0	0	0	0	0	0	0	0	0	0	0	0	197
21:15	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
21:30	0	21	1	0	1	0	0	0	0	0	0	0	0	0	0	23
21:45	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
22:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	71	10	0	1	0	0	0	0	0	0	0	0	0	0	82
22:15	0	18	3	0	0	0	0	1	0	0	0	0	0	0	0	22
22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	42	4	0	0	0	0	1	0	0	0	0	0	0	0	47
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
23:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	14	1	0	0	0	0	0	0	0	0	0	0	0	0	16
DAY TOTAL	11	5154	1304	47	69	30	1	14	13	1	0	0	0	0	0	6644
PERCENTS	0.2%	77.6%	19.7%	0.8%	1.0%	0.4%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		97.3%														
Trucks & Buses										2.6%						
AM Times	09:00	07:30	08:00	06:45	09:30	10:00		09:00	03:45	09:30						07:45
AM Peaks	2	600	131	8	12	5		2	1	1						734
PM Times	15:15	16:15	12:15	13:15	13:45	12:30	12:15	16:00	13:30							16:15
PM Peaks	3	386	116	13	10	5	1	2	3							495

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 4B  
 Site ID: 000000020167  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: D0816009.prn  
 City: 16-221 AW Max  
 County: 30.16283, -81.38580

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
05:15	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
05:30	0	13	2	0	0	0	0	0	1	0	0	0	0	0	0	16
05:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
06:00	0	22	5	0	0	1	0	0	0	0	0	0	0	0	0	28
Hour Total	0	52	10	0	0	1	0	0	2	0	0	0	0	0	0	65
06:15	0	28	8	0	0	0	0	0	0	0	0	0	0	0	0	36
06:30	1	34	8	2	0	1	0	0	1	0	0	0	0	0	0	47
06:45	0	49	11	2	1	1	0	0	0	0	0	0	0	0	0	64
07:00	0	68	24	2	1	0	0	0	0	0	0	0	0	0	0	95
Hour Total	1	179	51	6	2	2	0	0	1	0	0	0	0	0	0	242
07:15	0	91	23	1	1	0	0	0	0	0	0	0	0	0	0	116
07:30	0	158	21	5	1	0	0	0	0	0	0	0	0	0	0	185
07:45	0	112	34	0	2	0	0	0	0	0	0	0	0	0	0	148
08:00	0	129	42	0	2	0	0	1	0	0	0	0	0	0	0	174
Hour Total	0	490	120	6	6	0	0	1	0	0	0	0	0	0	0	623
08:15	0	161	21	3	2	2	0	0	1	0	0	0	0	0	0	190
08:30	1	149	40	1	1	0	0	0	0	0	0	0	0	0	0	192
08:45	0	114	24	0	2	0	0	0	1	0	0	0	0	0	0	141
09:00	0	109	26	0	2	0	0	0	0	0	0	0	0	0	0	137



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 4B  
 Site ID: 000000020167  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: D0816009.prn  
 City: 16-221 AW Max  
 County: 30.16283, -81.38580

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	1	533	111	4	7	2	0	0	2	0	0	0	0	0	0	660
09:15	0	95	24	1	1	0	0	0	0	0	0	0	0	0	0	121
09:30	1	104	32	2	6	1	0	1	0	0	0	0	0	0	0	147
09:45	2	90	26	0	1	0	0	0	0	0	0	0	0	0	0	119
10:00	0	85	23	1	0	1	0	1	0	0	0	0	0	0	0	111
Hour Total	3	374	105	4	8	2	0	2	0	0	0	0	0	0	0	498
10:15	0	66	21	0	2	1	0	0	0	0	0	0	0	0	0	90
10:30	0	72	27	1	0	1	0	2	0	0	0	0	0	0	0	103
10:45	0	73	31	0	1	2	0	1	0	0	0	0	0	0	0	108
11:00	0	63	21	0	1	2	0	0	0	0	0	0	0	0	0	87
Hour Total	0	274	100	1	4	6	0	3	0	0	0	0	0	0	0	388
11:15	0	59	17	1	2	1	0	1	0	0	0	0	0	0	0	81
11:30	0	78	20	3	2	1	0	0	0	0	0	0	0	0	0	104
11:45	0	62	19	0	0	0	0	0	0	0	0	0	0	0	0	81
12:00	0	63	24	2	1	1	0	0	0	0	0	0	0	0	0	91
Hour Total	0	262	80	6	5	3	0	1	0	0	0	0	0	0	0	357
12:15	0	92	29	0	2	0	0	0	0	0	0	0	0	0	0	123
12:30	0	90	21	3	1	4	0	0	1	1	0	0	0	0	0	121
12:45	0	79	24	3	3	2	0	0	0	0	0	0	0	0	0	111
13:00	0	82	27	2	1	0	0	0	1	0	0	0	0	0	0	113
Hour Total	0	343	101	8	7	6	0	0	2	1	0	0	0	0	0	468
13:15	1	70	26	1	0	2	0	0	1	0	0	0	0	0	0	101
13:30	0	78	29	1	1	0	0	1	0	0	0	0	0	0	0	110
13:45	0	74	23	2	1	3	0	0	0	0	0	0	0	0	0	103
14:00	0	85	22	2	0	0	0	1	0	0	0	0	0	0	0	110
Hour Total	1	307	100	6	2	5	0	2	1	0	0	0	0	0	0	424
14:15	0	94	19	0	1	1	0	1	0	0	0	0	0	0	0	116
14:30	0	71	30	0	1	0	0	0	0	0	0	0	0	0	0	102
14:45	0	79	35	0	0	0	0	0	1	0	0	0	0	0	0	115
15:00	0	88	22	0	3	0	0	0	0	0	0	0	0	0	0	113
Hour Total	0	332	106	0	5	1	0	1	1	0	0	0	0	0	0	446
15:15	0	101	17	1	1	0	0	0	0	0	0	0	0	0	0	120
15:30	0	70	19	1	1	0	0	0	0	0	0	0	0	0	0	91
15:45	0	59	13	2	1	0	0	0	1	0	0	0	0	0	0	76
16:00	0	88	27	1	0	2	0	1	0	0	0	0	0	0	0	119
Hour Total	0	318	76	5	3	2	0	1	1	0	0	0	0	0	0	406
16:15	0	82	18	0	1	0	0	0	0	0	0	0	0	0	0	101
16:30	0	79	13	0	2	0	0	0	0	0	0	0	0	0	0	94
16:45	0	71	16	0	0	0	0	0	0	0	0	0	0	0	0	87
17:00	1	68	24	0	1	0	0	0	0	0	0	0	0	0	0	94
Hour Total	1	300	71	0	4	0	0	0	0	0	0	0	0	0	0	376

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 4B  
 Site ID: 000000020167  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: D0816009.prn  
 City: 16-221 AW Max  
 County: 30.16283, -81.38580

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	71	25	0	3	1	0	0	1	0	0	0	0	0	0	101
17:30	0	93	16	0	0	0	0	0	0	0	0	0	0	0	0	109
17:45	0	88	19	0	0	0	0	0	0	0	0	0	0	0	0	107
18:00	0	96	24	0	1	0	0	0	0	0	0	0	0	0	0	121
Hour Total	0	348	84	0	4	1	0	0	1	0	0	0	0	0	0	438
18:15	0	96	16	0	0	0	0	0	0	0	0	0	0	0	0	112
18:30	0	85	17	0	0	0	0	0	0	0	0	0	0	0	0	102
18:45	0	66	17	0	0	0	0	0	0	0	0	0	0	0	0	83
19:00	0	75	17	0	1	0	0	0	0	0	0	0	0	0	0	93
Hour Total	0	322	67	0	1	0	0	0	0	0	0	0	0	0	0	390
19:15	0	41	17	0	0	0	0	0	0	0	0	0	0	0	0	58
19:30	0	45	12	0	0	0	0	0	0	0	0	0	0	0	0	57
19:45	0	36	9	0	0	0	0	0	0	0	0	0	0	0	0	45
20:00	0	33	3	0	0	0	0	0	0	0	0	0	0	0	0	36
Hour Total	0	155	41	0	0	0	0	0	0	0	0	0	0	0	0	196
20:15	0	30	9	0	0	0	0	0	0	0	0	0	0	0	0	39
20:30	0	44	11	0	0	0	0	0	0	0	0	0	0	0	0	55
20:45	0	43	10	0	0	0	0	0	0	0	0	0	0	0	0	53
21:00	0	28	9	0	1	0	0	0	0	0	0	0	0	0	0	38
Hour Total	0	145	39	0	1	0	0	0	0	0	0	0	0	0	0	185
21:15	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
21:30	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
21:45	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
22:00	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	76	8	0	0	0	0	0	0	0	0	0	0	0	0	84
22:15	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	25
22:30	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
22:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	53	4	0	0	0	0	0	0	0	0	0	0	0	0	57
23:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
23:30	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	12	6	0	0	0	0	0	0	0	0	0	0	0	0	18
DAY TOTAL	7	4899	1290	46	61	31	0	11	11	1	0	0	0	0	0	6357
PERCENTS	0.2%	77.1%	20.3%	0.8%	1.0%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		97.4%														
Trucks & Buses										2.5%						
AM Times	09:00	07:30	07:45	06:45	08:45	10:15		10:00	04:45							07:45
AM Peaks	3	560	137	10	11	6		4	2							704
PM Times	12:30	17:30	12:45	12:30	12:15	12:30		13:30	12:30	12:15						12:15
PM Peaks	1	373	106	9	7	8		3	3	1						468

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 4B  
 Site ID: 000000020167  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: D0816009.prn  
 City: 16-221 AW Max  
 County: 30.16283, -81.38580

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	2	4	0	0	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	7	5	0	0	1	0	0	0	0	0	0	0	0	0	13
05:15	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
05:30	0	13	3	0	1	1	0	0	0	0	0	0	0	0	0	18
05:45	0	14	2	1	0	0	0	0	1	0	0	0	0	0	0	18
06:00	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	52	12	1	1	1	0	0	1	0	0	0	0	0	0	68
06:15	1	20	5	1	0	1	0	0	0	0	0	0	0	0	0	28
06:30	0	42	7	0	0	0	0	0	0	0	0	0	0	0	0	49
06:45	0	48	11	3	0	0	0	0	0	0	0	0	0	0	0	62
07:00	0	53	24	2	0	1	0	0	0	0	0	0	0	0	0	80
Hour Total	1	163	47	6	0	2	0	0	0	0	0	0	0	0	0	219
07:15	0	87	12	1	1	1	0	0	0	0	0	0	0	0	0	102
07:30	0	148	22	4	0	0	0	0	0	0	0	0	0	0	0	174
07:45	0	122	28	0	1	1	0	0	0	0	0	0	0	0	0	152
08:00	0	142	35	0	0	2	0	1	0	0	0	0	0	0	0	180
Hour Total	0	499	97	5	2	4	0	1	0	0	0	0	0	0	0	608
08:15	1	162	28	5	0	1	0	0	2	0	0	0	0	0	0	199
08:30	0	149	27	1	2	0	0	0	0	0	0	0	0	0	0	179
08:45	0	111	30	0	0	0	0	0	0	0	0	0	0	0	0	141
09:00	0	105	26	0	2	0	0	0	0	0	0	0	0	0	0	133

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 4B  
 Site ID: 000000020167  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: D0816009.prn  
 City: 16-221 AW Max  
 County: 30.16283, -81.38580

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	1	527	111	6	4	1	0	0	2	0	0	0	0	0	0	652
09:15	0	87	36	0	0	2	0	0	0	0	0	0	0	0	0	125
09:30	0	113	32	3	3	2	0	0	0	0	0	0	0	0	0	153
09:45	0	84	22	0	2	3	0	1	0	0	0	0	0	0	0	112
10:00	0	78	17	0	3	2	0	1	0	1	0	0	0	0	0	102
Hour Total	0	362	107	3	8	9	0	2	0	1	0	0	0	0	0	492
10:15	0	80	27	0	1	2	0	0	1	0	0	0	0	0	0	111
10:30	0	78	22	0	1	5	0	0	0	0	0	0	0	0	0	106
10:45	1	82	15	0	2	0	0	0	0	0	0	0	0	0	0	100
11:00	0	72	20	0	0	3	0	2	0	0	0	0	0	0	0	97
Hour Total	1	312	84	0	4	10	0	2	1	0	0	0	0	0	0	414
11:15	0	70	20	0	0	0	1	0	0	0	0	0	0	0	0	91
11:30	0	66	20	0	0	3	0	1	0	0	0	0	0	0	0	90
11:45	0	76	31	0	0	1	0	1	1	0	0	0	0	0	0	110
12:00	0	83	26	0	3	1	0	0	0	0	0	0	0	0	0	113
Hour Total	0	295	97	0	3	5	1	2	1	0	0	0	0	0	0	404
12:15	0	66	29	1	5	1	0	0	1	0	0	0	0	0	0	103
12:30	1	54	24	0	2	3	0	0	1	0	0	0	0	0	0	85
12:45	0	84	22	0	0	1	0	1	0	0	0	0	0	0	0	108
13:00	0	78	30	1	1	1	0	1	0	0	0	0	0	0	0	112
Hour Total	1	282	105	2	8	6	0	2	2	0	0	0	0	0	0	408
13:15	0	68	18	0	0	0	0	1	0	1	0	0	0	0	0	88
13:30	0	64	19	4	2	3	2	0	0	0	0	0	0	0	0	94
13:45	0	65	20	5	4	0	0	1	0	0	0	0	0	0	0	95
14:00	0	68	22	2	0	0	0	1	1	0	0	0	0	0	0	94
Hour Total	0	265	79	11	6	3	2	3	1	1	0	0	0	0	0	371
14:15	0	87	15	0	1	2	0	0	0	0	0	0	0	0	0	105
14:30	1	89	27	0	1	2	1	0	0	0	0	0	0	0	0	121
14:45	0	78	35	1	3	1	0	0	0	0	0	0	0	0	0	118
15:00	0	82	25	1	2	1	0	0	0	0	0	0	0	0	0	111
Hour Total	1	336	102	2	7	6	1	0	0	0	0	0	0	0	0	455
15:15	0	81	23	0	1	2	1	0	0	0	0	0	0	0	0	108
15:30	0	63	19	0	1	2	0	0	1	0	0	0	0	0	0	86
15:45	1	80	24	0	2	0	0	0	0	0	0	0	0	0	0	107
16:00	0	94	23	0	0	0	0	0	0	0	0	0	0	0	0	117
Hour Total	1	318	89	0	4	4	1	0	1	0	0	0	0	0	0	418
16:15	0	89	26	2	1	0	0	0	1	0	0	0	0	0	0	119
16:30	1	89	24	1	2	0	0	0	0	1	0	0	0	0	0	118
16:45	1	92	19	1	0	0	0	1	0	0	0	0	0	0	0	114
17:00	0	132	26	1	0	0	0	0	0	0	0	0	0	0	0	159
Hour Total	2	402	95	5	3	0	0	1	1	1	0	0	0	0	0	510

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 4B  
 Site ID: 000000020167  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: D0816009.prn  
 City: 16-221 AW Max  
 County: 30.16283, -81.38580

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
-----																
17:15	0	99	9	0	0	0	0	0	1	0	0	0	0	0	0	109
17:30	1	80	24	0	2	0	0	0	0	0	0	0	0	0	0	107
17:45	1	83	21	0	0	0	0	0	0	0	0	0	0	0	0	105
18:00	0	93	17	0	0	0	0	0	0	0	0	0	0	0	0	110
-----																
Hour Total	2	355	71	0	2	0	0	0	1	0	0	0	0	0	0	431
-----																
18:15	1	69	19	0	0	0	0	0	0	0	0	0	0	0	0	89
18:30	0	88	20	0	0	0	0	0	0	0	0	0	0	0	0	108
18:45	1	67	18	0	0	0	0	0	0	0	0	0	0	0	0	86
19:00	0	70	13	0	0	0	0	0	0	0	0	0	0	0	0	83
-----																
Hour Total	2	294	70	0	0	0	0	0	0	0	0	0	0	0	0	366
-----																
19:15	0	63	11	0	0	0	0	0	0	0	0	0	0	0	0	74
19:30	0	74	14	0	0	0	0	0	0	0	0	0	0	0	0	88
19:45	0	67	10	0	0	0	0	0	0	0	0	0	0	0	0	77
20:00	0	33	9	0	0	0	0	0	0	0	0	0	0	0	0	42
-----																
Hour Total	0	237	44	0	0	0	0	0	0	0	0	0	0	0	0	281
-----																
20:15	0	58	9	0	0	0	0	0	0	0	0	0	0	0	0	67
20:30	0	66	22	0	1	0	0	0	0	0	0	0	0	0	0	89
20:45	0	43	8	0	0	0	0	0	0	0	0	0	0	0	0	51
21:00	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
-----																
Hour Total	0	186	43	0	1	0	0	0	0	0	0	0	0	0	0	230
-----																
21:15	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	32
21:30	1	17	0	0	0	0	0	0	0	0	0	0	0	0	0	18
21:45	0	19	6	0	0	0	0	0	0	0	0	0	0	0	0	25
22:00	2	12	5	0	0	0	0	0	0	0	0	0	0	0	0	19
-----																
Hour Total	3	74	17	0	0	0	0	0	0	0	0	0	0	0	0	94
-----																
22:15	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
22:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
22:45	0	12	1	0	0	1	0	0	0	0	0	0	0	0	0	14
23:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
-----																
Hour Total	0	44	6	0	0	1	0	0	0	0	0	0	0	0	0	51
-----																
23:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
23:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
24:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
-----																
Hour Total	0	15	1	0	1	0	0	0	0	0	0	0	0	0	0	17
-----																
DAY TOTAL	15	5048	1285	41	55	53	5	13	11	3	0	0	0	0	0	6529
PERCENTS	0.3%	77.4%	19.7%	0.7%	0.9%	0.8%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	97.2%															
Trucks & Buses	2.7%															
-----																
AM Times	05:30	07:45	08:45	06:45	09:30	09:45	10:30	11:00	07:30	09:15						07:45
AM Peaks	1	575	124	10	9	12	1	4	2	1						710
-----																
PM Times	17:30	16:30	14:30	13:15	12:15	12:15	12:45	12:30	12:15	12:30						16:15
PM Peaks	3	412	110	11	8	6	2	3	2	1						510
=====																
GRAND TOTAL	33	3879		185		6		35		0		0		0		19530
PERCENTS	0.2%	77.4%	19.9%	0.7%	1.0%	0.6%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%





Station #: Site 4C  
 Site ID: 000000009369  
 Location: Landrum Lane EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.16445, -81.38714

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	6	0	1	0	0	0	0	0	0	0	0	0	0	0	8
06:15	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	7
06:30	1	19	5	0	0	0	0	0	0	0	0	0	0	0	0	25
06:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
07:00	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	3	31	11	1	1	0	0	0	0	0	0	0	0	0	0	47
07:15	2	13	3	0	0	0	0	0	0	0	0	0	0	0	0	18
07:30	1	55	8	0	1	1	0	0	0	0	0	0	0	0	0	66
07:45	10	55	10	10	1	0	0	0	1	0	1	0	0	0	0	88
08:00	3	32	7	0	0	0	0	0	1	0	0	0	0	0	0	43
Hour Total	16	155	28	10	2	1	0	0	1	1	0	1	0	0	0	215
08:15	6	89	14	0	1	0	2	0	2	0	0	1	1	0	0	116
08:30	4	89	16	5	0	0	0	0	1	0	0	0	1	0	0	116
08:45	2	64	5	1	0	0	0	0	0	0	0	0	0	0	0	72
09:00	1	20	2	1	0	0	0	0	0	0	0	0	0	0	0	24

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 4C  
 Site ID: 000000009369  
 Location: Landrum Lane EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.16445, -81.38714

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	13	262	37	7	1	0	2	0	3	0	0	1	2	0	0	328
09:15	2	19	10	0	1	2	0	0	1	0	0	0	0	0	0	35
09:30	1	35	4	0	0	0	0	0	0	0	0	0	0	0	0	40
09:45	0	44	6	0	0	0	0	0	0	0	0	0	0	0	0	50
10:00	2	25	9	0	1	0	0	0	0	0	0	0	0	0	0	37
Hour Total	5	123	29	0	2	2	0	0	1	0	0	0	0	0	0	162
10:15	2	26	5	0	0	0	0	0	0	0	0	0	0	0	0	33
10:30	0	25	3	0	0	1	0	0	0	0	0	0	0	0	0	29
10:45	4	42	9	0	1	0	0	1	1	0	0	0	0	0	0	58
11:00	1	28	9	0	0	0	0	0	0	1	0	0	0	0	0	39
Hour Total	7	121	26	0	1	1	0	1	1	1	0	0	0	0	0	159
11:15	0	31	7	0	0	0	0	0	0	0	0	0	0	0	0	38
11:30	0	18	5	0	0	1	0	1	0	0	0	0	0	0	0	25
11:45	0	39	11	0	0	0	0	0	0	0	0	0	0	0	0	50
12:00	0	30	6	0	0	0	0	0	0	0	0	0	0	0	0	36
Hour Total	0	118	29	0	0	1	0	1	0	0	0	0	0	0	0	149
12:15	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	31
12:30	0	23	8	0	1	0	0	0	1	0	0	0	0	0	0	33
12:45	0	31	5	0	0	0	0	0	0	0	0	0	0	0	0	36
13:00	0	28	7	0	0	0	0	0	1	0	0	0	0	0	0	36
Hour Total	0	108	25	0	1	0	0	0	2	0	0	0	0	0	0	136
13:15	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	23
13:30	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28
13:45	0	18	1	0	0	1	0	0	0	0	0	0	0	0	0	20
14:00	0	21	7	0	1	0	0	0	0	0	0	0	0	0	0	29
Hour Total	0	81	17	0	1	1	0	0	0	0	0	0	0	0	0	100
14:15	0	56	11	8	3	0	0	0	0	0	0	0	0	0	0	78
14:30	0	34	8	1	1	1	0	0	0	0	0	0	0	0	0	45
14:45	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
15:00	0	29	10	0	1	0	0	0	0	0	0	0	0	0	0	40
Hour Total	0	137	32	9	5	1	0	0	0	0	0	0	0	0	0	184
15:15	0	91	6	5	1	0	0	0	0	0	0	0	0	0	0	103
15:30	1	59	11	0	2	0	0	0	0	0	0	0	0	0	0	73
15:45	0	34	13	1	0	0	0	2	0	0	0	0	0	0	0	50
16:00	1	40	9	2	1	0	0	0	0	0	0	0	0	0	0	53
Hour Total	2	224	39	8	4	0	0	2	0	0	0	0	0	0	0	279
16:15	0	54	2	0	0	0	0	0	0	0	0	0	0	0	0	56
16:30	1	44	10	1	1	0	0	0	0	0	0	0	0	0	0	57
16:45	0	28	9	1	0	0	0	0	0	0	0	0	0	0	0	38
17:00	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	31
Hour Total	1	152	26	2	1	0	0	0	0	0	0	0	0	0	0	182

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 4C  
 Site ID: 000000009369  
 Location: Landrum Lane EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.16445, -81.38714

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	31	11	0	0	0	0	0	0	0	0	0	0	0	0	42
17:30	0	31	9	0	0	0	0	0	0	0	0	0	0	0	0	40
17:45	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	32
18:00	0	29	5	0	0	0	0	0	0	0	0	0	0	0	0	34
Hour Total	0	120	28	0	0	0	0	0	0	0	0	0	0	0	0	148
18:15	0	35	3	0	0	0	0	0	0	0	0	0	0	0	0	38
18:30	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
18:45	0	37	5	0	0	0	0	0	0	0	0	0	0	0	0	42
19:00	0	53	11	0	0	0	0	0	0	0	0	0	0	0	0	64
Hour Total	0	143	21	0	0	0	0	0	0	0	0	0	0	0	0	164
19:15	0	41	3	0	0	0	0	0	0	0	0	0	0	0	0	44
19:30	2	18	1	0	0	0	0	0	0	0	0	0	0	0	0	21
19:45	0	32	5	0	0	0	0	0	0	0	0	0	0	0	0	37
20:00	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	2	111	10	0	0	0	0	0	0	0	0	0	0	0	0	123
20:15	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
20:30	0	39	7	0	0	0	0	0	0	0	0	0	0	0	0	46
20:45	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
21:00	0	15	2	0	0	0	0	1	0	0	0	0	0	0	0	18
Hour Total	1	69	10	0	0	0	0	1	0	0	0	0	0	0	0	81
21:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
21:30	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	3
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	4	0	0	0	0	1	0	0	0	0	0	0	0	14
22:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
DAY TOTAL	52	1981	376	38	19	7	2	6	8	2	0	2	2	0	0	2495
PERCENTS	2.1%	79.4%	15.1%	1.6%	0.8%	0.3%	0.1%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		96.5%														
Trucks & Buses										3.4%						
AM Times	07:45	08:00	07:45	07:45	07:30	08:30	07:30	10:45	07:45	07:00		07:30	07:45			07:45
AM Peaks	23	274	47	15	3	2	2	2	4	1		2	2			363
PM Times	19:30	15:15	15:00	13:45	13:45	13:45		15:00	12:15							15:15
PM Peaks	3	224	40	9	5	2		2	2							279

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 4C  
 Site ID: 000000009369  
 Location: Landrum Lane EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.16445, -81.38714

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	4
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
06:15	0	15	3	0	1	0	0	0	0	0	0	0	0	0	0	19
06:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
06:45	0	5	2	1	0	1	0	0	0	0	0	0	0	0	0	9
07:00	0	12	1	1	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	41	7	2	1	1	0	0	0	0	0	0	0	0	0	52
07:15	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
07:30	0	35	9	0	2	0	0	0	0	0	0	0	0	0	0	46
07:45	0	57	7	12	2	0	0	0	0	0	0	0	0	0	0	78
08:00	0	40	3	0	0	0	0	0	0	0	0	0	0	0	0	43
Hour Total	0	147	24	12	4	0	0	0	0	0	0	0	0	0	0	187
08:15	0	97	19	1	1	0	0	0	0	0	0	0	0	0	0	118
08:30	0	113	14	3	0	0	0	0	0	0	0	0	0	0	0	130
08:45	0	81	16	1	2	1	0	0	0	0	0	0	0	0	0	101
09:00	0	40	8	0	0	0	0	0	0	0	0	0	0	0	0	48

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 4C  
 Site ID: 00000009369  
 Location: Landrum Lane EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.16445, -81.38714

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	331	57	5	3	1	0	0	0	0	0	0	0	0	0	397
09:15	0	25	4	0	0	2	0	0	0	0	0	0	0	0	0	31
09:30	1	35	10	0	0	0	0	0	0	0	0	0	0	0	0	46
09:45	1	34	9	0	0	1	0	0	0	0	0	0	0	0	0	45
10:00	1	23	5	0	1	0	0	0	0	0	0	0	0	0	0	30
Hour Total	3	117	28	0	1	3	0	0	0	0	0	0	0	0	0	152
10:15	0	32	4	0	1	0	1	0	1	0	0	0	0	0	0	39
10:30	0	20	8	0	1	0	0	0	0	0	0	0	0	0	0	29
10:45	0	17	6	0	0	1	0	0	0	0	1	0	0	0	0	25
11:00	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	84	21	0	2	1	1	0	1	0	1	0	0	0	0	111
11:15	0	14	5	0	0	1	0	0	0	0	0	0	0	0	0	20
11:30	0	22	4	0	0	0	0	0	0	0	0	0	0	0	0	26
11:45	1	48	9	0	0	0	0	0	0	0	0	0	0	0	0	58
12:00	0	26	6	0	0	1	0	0	0	0	0	0	0	0	0	33
Hour Total	1	110	24	0	0	2	0	0	0	0	0	0	0	0	0	137
12:15	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28
12:30	0	14	1	0	1	0	0	0	0	0	0	0	0	0	0	16
12:45	1	32	11	0	0	0	0	1	0	0	0	0	0	0	0	45
13:00	0	21	5	0	1	0	0	0	0	0	0	0	0	0	0	27
Hour Total	1	90	22	0	2	0	0	1	0	0	0	0	0	0	0	116
13:15	0	55	6	8	3	0	0	0	1	0	0	0	0	0	0	73
13:30	0	25	3	1	0	0	0	0	0	0	0	0	0	0	0	29
13:45	0	22	7	0	1	0	0	0	0	0	0	0	0	0	0	30
14:00	0	43	7	0	1	0	0	0	0	0	0	0	0	0	0	51
Hour Total	0	145	23	9	5	0	0	0	1	0	0	0	0	0	0	183
14:15	1	80	14	4	2	0	0	0	0	0	0	0	0	0	0	101
14:30	0	39	7	0	0	1	0	0	0	0	0	0	0	0	0	47
14:45	0	21	6	1	0	0	0	0	0	0	0	0	0	0	0	28
15:00	0	26	4	2	0	0	0	0	1	0	0	0	0	0	0	33
Hour Total	1	166	31	7	2	1	0	0	1	0	0	0	0	0	0	209
15:15	0	32	8	1	1	0	0	0	0	0	0	0	0	0	0	42
15:30	1	35	5	0	0	0	0	0	0	0	0	0	0	0	0	41
15:45	0	39	6	0	0	0	0	0	0	0	0	0	0	0	0	45
16:00	0	33	11	0	1	0	0	0	0	0	0	0	0	0	0	45
Hour Total	1	139	30	1	2	0	0	0	0	0	0	0	0	0	0	173
16:15	0	29	7	0	0	0	0	0	0	0	0	0	0	0	0	36
16:30	0	31	3	0	1	0	0	0	0	0	0	0	0	0	0	35
16:45	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	30
17:00	0	42	5	0	0	0	0	0	0	0	0	0	0	0	0	47
Hour Total	0	129	18	0	1	0	0	0	0	0	0	0	0	0	0	148



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 4C  
 Site ID: 000000009369  
 Location: Landrum Lane EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.16445, -81.38714

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	42	12	0	1	0	0	0	0	0	0	0	0	0	0	55
17:30	0	28	2	0	1	0	0	1	0	0	0	0	0	0	0	32
17:45	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	29
18:00	1	21	4	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	1	114	24	0	2	0	0	1	0	0	0	0	0	0	0	142
18:15	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
18:30	2	42	14	0	0	0	0	0	0	0	0	0	0	0	0	58
18:45	0	37	2	0	0	0	0	0	0	0	0	0	0	0	0	39
19:00	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	2	128	21	0	0	0	0	0	0	0	0	0	0	0	0	151
19:15	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
19:30	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
19:45	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
20:00	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	84	12	0	0	0	0	0	0	0	0	0	0	0	0	96
20:15	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
20:30	1	12	3	0	0	0	0	0	0	0	0	0	0	0	0	16
20:45	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
21:00	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	1	61	11	0	0	0	0	0	0	0	0	0	0	0	0	73
21:15	0	14	3	0	0	0	0	0	1	0	0	0	0	0	0	18
21:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
21:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	24	5	0	0	0	0	0	1	0	0	0	0	0	0	30
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
DAY TOTAL	11	1929	360	37	25	10	1	3	4	0	1	0	0	0	0	2381
PERCENTS	0.5%	81.1%	15.2%	1.6%	1.0%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		96.5%														
Trucks & Buses										3.4%						
AM Times	09:15	08:00	08:15	07:45	07:30	08:30	09:30	01:45	09:30		10:00					08:15
AM Peaks	3	331	57	16	5	3	1	1	1		1					397
PM Times	17:45	13:45	13:45	12:45	12:30	13:45		12:15	12:30							13:45
PM Peaks	3	184	35	9	5	1		1	1							229

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 4C  
 Site ID: 000000009369  
 Location: Landrum Lane EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.16445, -81.38714

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	1	1	1	0	0	0	0	0	0	0	0	0	0	7
06:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
06:30	0	10	3	1	0	1	0	0	0	0	0	0	0	0	0	15
06:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
07:00	0	9	4	1	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	30	9	2	0	1	0	0	0	0	0	0	0	0	0	42
07:15	1	13	1	0	0	0	0	0	0	0	0	0	0	0	0	15
07:30	0	32	9	0	2	0	0	1	0	0	0	0	0	0	0	44
07:45	0	73	9	11	2	0	0	0	0	0	0	0	0	0	0	95
08:00	1	29	11	0	0	0	0	0	0	0	0	0	0	0	0	41
Hour Total	2	147	30	11	4	0	0	1	0	0	0	0	0	0	0	195
08:15	0	91	17	0	1	0	0	0	0	0	0	0	0	0	0	109
08:30	1	124	21	3	0	1	0	0	1	0	0	0	0	0	0	151
08:45	0	44	6	3	0	0	0	0	0	0	0	0	0	0	0	53
09:00	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	30

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 4C  
 Site ID: 000000009369  
 Location: Landrum Lane EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.16445, -81.38714

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	1	284	49	6	1	1	0	0	1	0	0	0	0	0	0	343
09:15	0	13	5	0	1	1	0	0	0	0	0	0	0	0	0	20
09:30	0	38	7	0	0	0	0	0	0	0	0	0	0	0	0	45
09:45	0	46	5	0	0	0	0	0	0	0	0	0	0	0	0	51
10:00	1	23	9	0	0	0	0	0	0	0	0	0	0	0	0	33
Hour Total	1	120	26	0	1	1	0	0	0	0	0	0	0	0	0	149
10:15	0	26	9	0	1	0	0	0	0	0	0	0	0	0	0	36
10:30	0	18	6	0	0	0	1	0	0	0	0	0	0	0	0	25
10:45	0	45	9	0	0	0	0	0	0	0	0	0	0	0	0	54
11:00	1	23	8	0	0	0	0	0	0	0	0	0	0	0	0	32
Hour Total	1	112	32	0	1	0	1	0	0	0	0	0	0	0	0	147
11:15	0	24	3	0	0	1	0	0	0	0	0	0	0	0	0	28
11:30	0	25	5	0	0	0	0	0	1	0	0	0	0	0	0	31
11:45	0	29	8	0	0	0	0	0	0	0	0	0	0	0	0	37
12:00	0	32	3	0	1	0	0	0	0	0	0	0	0	0	0	36
Hour Total	0	110	19	0	1	1	0	0	1	0	0	0	0	0	0	132
12:15	0	27	11	0	1	0	0	0	0	0	0	0	0	0	0	39
12:30	0	31	4	0	0	0	0	0	0	0	0	0	0	0	0	35
12:45	0	28	3	0	2	0	0	0	0	0	0	0	0	0	0	33
13:00	0	22	6	0	0	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	108	24	0	3	0	0	0	0	0	0	0	0	0	0	135
13:15	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
13:30	0	18	6	0	0	0	0	1	0	0	0	0	0	0	0	25
13:45	0	17	8	0	0	0	0	0	0	0	0	0	0	0	0	25
14:00	0	19	4	0	1	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	71	20	0	1	0	0	1	0	0	0	0	0	0	0	93
14:15	0	59	9	8	3	0	0	0	0	0	0	0	0	0	0	79
14:30	0	25	2	1	0	0	0	0	0	0	0	0	0	0	0	28
14:45	1	18	6	0	0	0	0	0	0	0	0	0	0	0	0	25
15:00	0	37	12	0	1	0	0	0	0	0	0	0	0	0	0	50
Hour Total	1	139	29	9	4	0	0	0	0	0	0	0	0	0	0	182
15:15	1	79	16	5	3	0	0	1	0	0	0	0	0	0	0	105
15:30	1	61	11	0	1	0	0	1	0	0	0	0	0	0	0	75
15:45	0	44	4	1	0	0	0	0	1	0	0	0	0	0	0	50
16:00	0	56	9	2	0	1	0	0	0	0	0	0	0	0	0	68
Hour Total	2	240	40	8	4	1	0	2	1	0	0	0	0	0	0	298
16:15	0	50	4	0	0	0	0	0	0	0	0	0	0	0	0	54
16:30	0	40	7	1	0	0	0	0	0	0	0	0	0	0	0	48
16:45	0	25	3	0	1	0	0	0	0	0	0	0	0	0	0	29
17:00	0	33	9	0	0	0	0	0	0	0	0	0	0	0	0	42
Hour Total	0	148	23	1	1	0	0	0	0	0	0	0	0	0	0	173

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 4C  
 Site ID: 000000009369  
 Location: Landrum Lane EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.16445, -81.38714

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
-----																
17:15	0	51	6	0	0	0	0	0	0	0	0	0	0	0	0	57
17:30	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	32
17:45	0	37	2	0	0	0	0	0	0	0	0	0	0	0	0	39
18:00	0	19	7	0	1	0	0	0	0	0	0	0	0	0	0	27
Hour Total	0	137	17	0	1	0	0	0	0	0	0	0	0	0	0	155
-----																
18:15	0	30	3	0	0	0	0	0	0	0	0	0	0	0	0	33
18:30	0	66	15	0	0	0	0	0	0	0	0	0	0	0	0	81
18:45	0	53	14	0	0	0	0	0	0	0	0	0	0	0	0	67
19:00	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	0	172	36	0	0	0	0	0	0	0	0	0	0	0	0	208
-----																
19:15	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	38
19:30	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
19:45	1	16	4	0	0	0	0	0	0	0	0	0	0	0	0	21
20:00	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	1	81	11	0	0	0	0	0	0	0	0	0	0	0	0	93
-----																
20:15	1	11	1	0	0	0	0	0	0	0	0	0	0	0	0	13
20:30	0	39	7	0	0	0	0	0	0	0	0	0	0	0	0	46
20:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
21:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	1	65	10	0	0	0	0	0	0	0	0	0	0	0	0	76
-----																
21:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
21:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
-----																
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
-----																
23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
-----																
DAY TOTAL	10	1994	381	38	23	5	1	4	3	0	0	0	0	0	0	2459
PERCENTS	0.5%	81.1%	15.5%	1.6%	0.9%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	97.9%															
Trucks & Buses	3.0%															
-----																
AM Times	07:15	07:45	07:45	07:45	07:30	08:30	09:45	06:45	07:45							07:45
AM Peaks	2	317	58	14	5	2	1	1	1							396
-----																
PM Times	14:45	15:15	14:45	13:45	14:45	15:15	14:45		15:00							15:15
PM Peaks	3	240	45	9	5	1	2		1							298
=====																
GRAND TOTAL	73	1117	113	67	22	4	13	15	2	1	2	2	0	0	0	7335
PERCENTS	1.0%	80.5%	15.3%	1.6%	1.0%	0.3%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 5A  
 Site ID: 000000003552  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
01:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
02:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	4	0	0	0	0	1	0	0	0	0	0	0	0	10
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
05:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	15	7	0	0	0	0	0	0	0	0	0	0	0	0	22
05:15	0	12	7	0	0	0	0	0	0	0	0	0	0	0	0	19
05:30	0	12	8	0	0	1	0	0	1	0	0	0	0	0	0	22
05:45	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0	16
06:00	0	36	6	0	0	1	0	0	0	0	0	0	0	0	0	43
Hour Total	0	73	23	0	1	2	0	0	1	0	0	0	0	0	0	100
06:15	1	30	6	0	1	1	0	0	0	0	0	0	0	0	0	39
06:30	1	55	16	4	1	1	0	0	0	0	0	0	0	0	0	78
06:45	0	60	19	4	1	4	0	0	0	0	0	0	0	0	0	88
07:00	0	79	32	2	1	1	1	1	1	0	0	0	0	0	0	118
Hour Total	2	224	73	10	4	7	1	1	1	0	0	0	0	0	0	323
07:15	0	115	39	2	2	1	0	0	1	0	0	0	0	0	0	160
07:30	0	139	32	1	3	0	0	0	0	0	0	0	0	0	0	175
07:45	2	168	71	0	2	0	0	0	0	0	0	3	0	0	0	246
08:00	1	210	59	2	5	0	0	1	1	0	0	0	0	0	0	279
Hour Total	3	632	201	5	12	1	0	1	2	0	0	3	0	0	0	860
08:15	1	191	63	4	3	0	2	0	0	0	0	0	0	0	0	264
08:30	0	177	67	0	3	0	0	0	0	0	1	0	0	0	0	248
08:45	4	144	73	1	1	0	0	0	0	0	0	0	0	0	0	223
09:00	0	169	75	0	2	2	0	0	2	0	1	0	0	0	0	251

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 5A  
 Site ID: 000000003552  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	5	681	278	5	9	2	2	0	2	0	2	0	0	0	0	986
09:15	3	150	52	1	5	0	0	1	0	0	0	0	0	0	0	212
09:30	1	120	54	1	6	1	0	0	0	0	0	0	0	0	0	183
09:45	1	111	51	0	6	0	0	2	1	0	0	0	0	0	0	172
10:00	0	116	36	1	3	2	0	1	0	1	0	0	0	0	0	160
Hour Total	5	497	193	3	20	3	0	4	1	1	0	0	0	0	0	727
10:15	0	96	19	2	4	1	0	0	3	0	0	0	0	0	0	125
10:30	0	95	39	0	3	2	0	0	1	0	0	0	0	0	0	140
10:45	1	92	30	0	2	1	0	3	0	0	0	0	0	0	0	129
11:00	0	100	42	0	0	3	0	0	0	0	0	0	0	0	0	145
Hour Total	1	383	130	2	9	7	0	3	4	0	0	0	0	0	0	539
11:15	0	92	38	2	4	0	0	0	1	0	0	0	0	0	0	137
11:30	1	93	45	0	3	1	1	2	0	0	0	0	0	0	0	146
11:45	0	101	43	0	1	4	0	1	0	0	0	0	0	0	0	150
12:00	0	111	34	0	1	2	0	0	1	0	0	0	0	0	0	149
Hour Total	1	397	160	2	9	7	1	3	2	0	0	0	0	0	0	582
12:15	0	96	25	1	2	1	0	0	1	0	0	0	0	0	0	126
12:30	0	103	42	1	2	3	0	1	0	0	0	0	0	0	0	152
12:45	0	90	33	0	0	0	0	1	0	0	0	0	0	0	0	124
13:00	0	90	31	3	2	2	0	0	1	0	0	0	0	0	0	129
Hour Total	0	379	131	5	6	6	0	2	2	0	0	0	0	0	0	531
13:15	0	79	23	0	2	0	0	0	0	1	0	0	0	0	0	105
13:30	1	93	33	5	1	1	0	1	1	0	0	0	0	0	0	136
13:45	0	84	37	7	4	0	0	1	0	0	0	0	0	0	0	133
14:00	1	105	28	2	1	2	0	0	0	0	0	0	0	0	0	139
Hour Total	2	361	121	14	8	3	0	2	1	1	0	0	0	0	0	513
14:15	0	107	33	0	1	2	0	0	1	0	0	0	0	0	0	144
14:30	0	93	38	2	3	1	0	0	0	0	0	0	0	0	0	137
14:45	1	92	34	1	1	1	0	2	0	0	1	0	0	0	0	133
15:00	0	107	24	0	1	1	0	1	0	0	0	0	0	0	0	134
Hour Total	1	399	129	3	6	5	0	3	1	0	1	0	0	0	0	548
15:15	1	134	28	0	1	0	0	2	0	0	0	0	0	0	0	166
15:30	0	83	34	0	2	0	1	0	0	0	0	0	0	0	0	120
15:45	0	87	31	0	0	1	0	0	1	0	0	0	0	0	0	120
16:00	2	143	38	1	1	1	0	0	0	0	0	0	0	0	0	186
Hour Total	3	447	131	1	4	2	1	2	1	0	0	0	0	0	0	592
16:15	1	197	51	3	1	1	0	0	0	0	0	0	0	0	0	254
16:30	1	121	44	5	3	0	0	1	0	0	0	0	0	0	0	175
16:45	0	114	41	0	0	2	0	1	1	0	0	0	0	0	0	159
17:00	0	120	33	1	0	1	0	1	0	0	0	0	0	0	0	156
Hour Total	2	552	169	9	4	4	0	3	1	0	0	0	0	0	0	744



Station #: Site 5A  
 Site ID: 000000003552  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	1	134	39	0	0	0	0	0	0	0	0	0	0	0	0	174
17:30	1	152	48	0	1	0	1	0	0	0	0	0	0	0	0	203
17:45	0	141	32	0	1	2	0	0	0	0	0	0	0	0	0	176
18:00	1	137	30	0	1	0	0	0	0	0	0	0	0	0	0	169
Hour Total	3	564	149	0	3	2	1	0	0	0	0	0	0	0	0	722
18:15	2	117	36	0	0	0	0	0	0	0	0	0	0	0	0	155
18:30	0	125	30	0	0	0	0	1	0	0	0	0	0	0	0	156
18:45	0	127	52	0	0	0	0	0	0	0	0	0	0	0	0	179
19:00	1	110	30	0	0	0	0	0	0	0	0	0	0	0	0	141
Hour Total	3	479	148	0	0	0	0	1	0	0	0	0	0	0	0	631
19:15	1	88	33	0	0	0	0	0	0	0	0	0	0	0	0	122
19:30	0	89	23	0	0	0	0	0	0	0	0	0	0	0	0	112
19:45	0	65	15	0	0	0	0	1	0	0	0	0	0	0	0	81
20:00	1	54	16	0	0	0	0	0	0	0	0	0	0	0	0	71
Hour Total	2	296	87	0	0	0	0	1	0	0	0	0	0	0	0	386
20:15	0	71	21	0	0	0	0	0	0	0	0	0	0	0	0	92
20:30	0	54	18	0	0	0	0	0	0	0	0	0	0	0	0	72
20:45	0	70	16	0	0	0	0	0	0	0	0	0	0	0	0	86
21:00	0	41	10	0	0	0	0	0	0	0	0	0	0	0	0	51
Hour Total	0	236	65	0	0	0	0	0	0	0	0	0	0	0	0	301
21:15	0	28	2	0	0	0	0	0	0	0	0	0	0	0	0	30
21:30	0	36	5	0	1	0	0	0	0	0	0	0	0	0	0	42
21:45	0	32	2	0	0	0	0	0	0	0	0	0	0	0	0	34
22:00	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	113	14	0	1	0	0	0	0	0	0	0	0	0	0	128
22:15	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
22:30	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
22:45	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
23:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	51	11	0	0	0	0	0	0	0	0	0	0	0	0	62
23:15	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
23:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
23:45	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
24:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	1	19	8	0	0	0	0	0	0	0	0	0	0	0	0	28
DAY TOTAL	34	6827	2237	59	96	51	6	27	19	2	3	3	0	0	0	9364
PERCENTS	0.4%	73.0%	23.9%	0.7%	1.1%	0.5%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		97.1%														
Trucks & Buses										2.8%						
AM Times	08:45	07:45	08:15	06:30	09:15	11:00	07:30	10:45	09:45	09:15	08:15	07:00				07:45
AM Peaks	8	746	278	12	20	8	2	5	5	1	2	3				1037
PM Times	15:45	16:00	16:00	13:00	13:00	12:15	14:45	14:30	12:15	12:30	14:00					16:00
PM Peaks	4	575	174	15	9	6	1	5	2	1	1					774

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 5A  
 Site ID: 000000003552  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	14	3	0	1	0	0	0	0	0	0	0	0	0	0	18
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	1	8	2	0	1	0	0	0	0	0	0	0	0	0	0	12
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
04:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8
05:00	0	3	6	0	1	1	0	0	0	0	0	0	0	0	0	11
Hour Total	0	18	10	0	1	1	0	1	0	0	0	0	0	0	0	31
05:15	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
05:30	0	8	5	0	0	0	0	0	1	0	0	0	0	0	0	14
05:45	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
06:00	0	36	12	0	0	2	0	0	1	0	0	0	0	0	0	51
Hour Total	0	70	24	0	0	2	0	0	2	0	0	0	0	0	0	98
06:15	0	34	12	2	0	1	1	0	0	0	0	0	0	0	0	50
06:30	1	50	14	2	1	5	1	0	1	1	0	0	0	0	0	76
06:45	1	59	20	4	1	1	0	0	1	0	0	0	0	0	0	87
07:00	0	91	50	3	2	1	0	0	0	0	0	0	0	0	0	147
Hour Total	2	234	96	11	4	8	2	0	2	1	0	0	0	0	0	360
07:15	0	106	42	1	2	0	0	0	0	0	0	0	0	0	0	151
07:30	0	148	44	2	2	0	1	0	0	0	0	0	0	0	0	197
07:45	0	175	64	1	5	0	1	0	1	0	0	0	0	0	0	247
08:00	0	195	62	0	4	1	0	1	1	0	0	0	0	0	0	264
Hour Total	0	624	212	4	13	1	2	1	2	0	0	0	0	0	0	859
08:15	0	170	58	3	4	2	0	1	0	0	0	0	0	0	0	238
08:30	1	193	41	0	1	1	0	2	2	0	1	0	0	0	0	242
08:45	0	147	59	1	2	1	0	2	0	0	1	0	0	0	0	213
09:00	1	158	59	0	3	1	0	0	0	0	0	2	0	0	0	224

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 5A  
 Site ID: 000000003552  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	2	668	217	4	10	5	0	5	2	0	2	2	0	0	0	917
09:15	0	155	59	2	4	0	1	2	1	0	0	0	0	0	0	224
09:30	0	140	53	2	4	1	0	0	0	0	0	0	0	0	0	200
09:45	0	98	35	0	0	1	0	0	1	0	0	0	0	0	0	135
10:00	0	101	42	1	1	4	0	1	0	0	0	0	0	0	0	150
Hour Total	0	494	189	5	9	6	1	3	2	0	0	0	0	0	0	709
10:15	1	83	30	0	3	2	0	1	0	0	0	0	0	0	0	120
10:30	2	89	26	0	1	1	0	2	0	0	0	0	0	0	0	121
10:45	0	82	44	0	0	3	0	1	1	0	0	0	0	0	0	131
11:00	0	78	27	0	0	2	0	0	1	0	0	0	0	0	0	108
Hour Total	3	332	127	0	4	8	0	4	2	0	0	0	0	0	0	480
11:15	0	68	31	1	1	2	0	1	0	0	0	0	0	0	0	104
11:30	1	99	26	3	1	0	0	0	0	0	2	0	0	0	0	132
11:45	0	81	32	0	0	0	0	0	0	0	0	0	0	0	0	113
12:00	0	84	34	2	3	2	0	0	0	0	0	0	0	0	0	125
Hour Total	1	332	123	6	5	4	0	1	0	0	2	0	0	0	0	474
12:15	1	96	37	1	1	3	0	0	0	1	0	0	0	0	0	140
12:30	0	105	26	5	2	4	1	0	0	0	0	0	0	0	0	143
12:45	0	88	48	3	2	2	0	1	0	1	0	0	0	0	0	145
13:00	0	109	47	3	0	0	0	0	1	0	0	0	0	0	0	160
Hour Total	1	398	158	12	5	9	1	1	1	2	0	0	0	0	0	588
13:15	0	93	32	0	0	3	0	0	0	0	0	0	0	0	0	128
13:30	0	84	32	2	1	4	0	0	0	0	0	0	0	0	0	123
13:45	0	111	32	2	0	1	0	0	1	0	0	0	0	0	0	147
14:00	1	79	42	0	1	2	0	1	2	0	0	0	0	0	0	128
Hour Total	1	367	138	4	2	10	0	1	3	0	0	0	0	0	0	526
14:15	0	124	42	0	2	1	0	0	1	0	0	0	0	0	0	170
14:30	0	114	51	0	2	3	0	0	1	0	0	0	0	0	0	171
14:45	1	104	32	0	0	0	0	0	0	0	0	0	0	0	0	137
15:00	1	183	41	2	1	2	1	1	0	0	0	0	0	0	0	232
Hour Total	2	525	166	2	5	6	1	1	2	0	0	0	0	0	0	710
15:15	2	168	42	8	1	2	1	0	0	0	0	0	1	0	0	225
15:30	0	114	31	1	0	1	0	0	0	0	0	0	0	0	0	147
15:45	2	125	23	2	1	1	0	0	0	1	0	0	0	0	0	155
16:00	0	133	35	0	2	2	0	0	0	0	0	0	0	0	0	172
Hour Total	4	540	131	11	4	6	1	0	0	1	0	0	1	0	0	699
16:15	1	109	23	0	3	1	0	1	1	0	0	0	0	0	0	139
16:30	2	118	31	0	1	1	0	1	1	0	0	0	0	0	0	155
16:45	1	119	24	0	0	1	0	1	0	0	0	0	0	0	0	146
17:00	0	120	35	1	0	0	0	0	1	0	0	0	0	0	0	157
Hour Total	4	466	113	1	4	3	0	3	3	0	0	0	0	0	0	597

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 5A  
 Site ID: 000000003552  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
-----																
17:15	0	143	37	0	1	1	0	0	0	0	0	0	0	0	0	182
17:30	0	126	31	0	1	0	0	0	0	0	0	0	0	0	0	158
17:45	0	153	42	0	0	0	0	0	0	0	0	0	0	0	0	195
18:00	0	167	42	0	1	0	0	0	0	0	0	0	0	0	0	210
Hour Total	0	589	152	0	3	1	0	0	0	0	0	0	0	0	0	745
-----																
18:15	1	149	34	0	0	0	0	0	0	0	0	0	0	0	0	184
18:30	0	142	36	0	0	0	0	0	0	0	0	0	0	0	0	178
18:45	1	114	31	0	1	0	0	0	0	0	0	0	0	0	0	147
19:00	0	122	45	0	0	0	0	1	0	0	0	0	0	0	0	168
Hour Total	2	527	146	0	1	0	0	1	0	0	0	0	0	0	0	677
-----																
19:15	1	77	29	0	1	0	0	0	0	0	0	0	0	0	0	108
19:30	0	65	20	0	1	0	0	0	0	0	0	0	0	0	0	86
19:45	1	73	12	0	0	0	0	0	0	0	0	0	0	0	0	86
20:00	1	58	9	0	0	0	0	0	0	0	0	0	0	0	0	68
Hour Total	3	273	70	0	2	0	0	0	0	0	0	0	0	0	0	348
-----																
20:15	0	54	21	0	0	0	0	0	0	0	0	0	0	0	0	75
20:30	0	69	19	0	0	0	0	0	0	0	0	0	0	0	0	88
20:45	0	70	20	0	0	0	0	0	0	0	0	0	0	0	0	90
21:00	0	31	8	0	0	0	0	1	0	0	0	0	0	0	0	40
Hour Total	0	224	68	0	0	0	0	1	0	0	0	0	0	0	0	293
-----																
21:15	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	27
21:30	0	41	9	0	0	0	0	0	0	0	0	0	0	0	0	50
21:45	0	28	6	0	0	0	0	0	0	0	0	0	0	0	0	34
22:00	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	111	26	0	0	0	0	0	0	0	0	0	0	0	0	137
-----																
22:15	0	14	7	0	0	0	0	0	0	0	0	0	0	0	0	21
22:30	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
22:45	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	49	14	0	0	0	0	0	0	0	0	0	0	0	0	63
-----																
23:15	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
23:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
24:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	29
-----																
DAY TOTAL	26	6890	2194	60	74	70	8	23	21	4	4	2	1	0	0	9377
PERCENTS	0.3%	73.5%	23.4%	0.7%	0.8%	0.8%	0.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	97.1%															
Trucks & Buses	2.8%															
AM Times	09:45	07:45	08:45	06:15	07:30	10:00	05:45	08:00	07:45	05:45	08:00	08:15				07:45
AM Peaks	3	733	230	11	15	10	2	6	4	1	2	2				991
PM Times	15:00	17:45	13:45	15:00	15:45	13:15	14:30	16:00	13:45	12:15				14:30		17:45
PM Peaks	5	611	167	13	7	10	2	3	5	2				1		767

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 5A  
 Site ID: 000000003552  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	3	7	0	1	1	0	1	0	0	0	0	0	0	0	13
Hour Total	0	10	8	0	1	1	0	1	0	0	0	0	0	0	0	21
05:15	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	20
05:30	0	15	6	0	0	2	0	0	1	0	0	0	0	0	0	24
05:45	0	20	1	0	0	1	0	0	0	0	0	0	0	0	0	22
06:00	0	27	4	0	1	1	1	1	0	0	0	0	0	0	0	35
Hour Total	0	76	17	0	1	4	1	1	1	0	0	0	0	0	0	101
06:15	1	29	6	2	0	1	1	0	0	0	0	0	0	0	0	40
06:30	1	45	19	1	2	2	0	0	0	0	0	0	0	0	0	70
06:45	1	74	15	6	0	1	0	0	0	0	0	0	0	0	0	97
07:00	0	65	36	1	0	2	1	0	0	0	0	0	0	0	0	105
Hour Total	3	213	76	10	2	6	2	0	0	0	0	0	0	0	0	312
07:15	0	113	38	2	2	2	0	0	0	0	0	0	0	0	0	157
07:30	0	137	36	2	3	2	0	1	1	0	0	0	0	0	0	182
07:45	0	187	50	1	8	2	0	0	0	0	0	0	0	0	0	248
08:00	2	209	61	0	3	1	0	0	1	0	0	0	0	0	0	277
Hour Total	2	646	185	5	16	7	0	1	2	0	0	0	0	0	0	864
08:15	1	167	70	4	3	3	0	2	1	0	0	0	0	0	0	251
08:30	1	170	41	0	2	2	1	2	0	0	0	0	0	0	0	219
08:45	2	185	61	1	0	3	0	0	2	0	1	0	0	0	0	255
09:00	1	174	50	0	1	1	0	2	0	0	0	0	0	0	0	229

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 5A  
 Site ID: 000000003552  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	5	696	222	5	6	9	1	6	3	0	1	0	0	0	0	954
09:15	1	155	60	1	2	4	0	0	3	0	0	0	0	0	0	226
09:30	0	120	46	2	6	2	0	3	0	0	0	0	0	0	0	179
09:45	2	111	47	0	2	4	0	1	0	0	0	0	0	0	0	167
10:00	1	91	37	0	1	5	0	0	1	0	0	0	0	0	0	136
Hour Total	4	477	190	3	11	15	0	4	4	0	0	0	0	0	0	708
10:15	0	129	44	1	3	3	0	0	1	0	0	0	0	0	0	181
10:30	0	111	38	0	2	5	0	2	0	0	0	0	0	0	0	158
10:45	0	108	23	0	3	2	1	1	0	0	0	0	0	0	0	138
11:00	0	105	33	0	2	4	0	1	0	0	1	0	0	0	0	146
Hour Total	0	453	138	1	10	14	1	4	1	0	1	0	0	0	0	623
11:15	0	66	41	0	0	2	0	1	0	0	0	0	0	0	0	110
11:30	0	86	37	1	1	2	0	0	0	0	0	0	0	0	0	127
11:45	0	93	29	0	1	3	0	0	0	0	0	0	0	0	0	126
12:00	3	98	34	1	3	6	0	1	0	0	0	0	0	0	0	146
Hour Total	3	343	141	2	5	13	0	2	0	0	0	0	0	0	0	509
12:15	0	93	44	0	0	5	0	0	1	0	0	0	0	0	0	143
12:30	0	88	38	0	1	4	0	0	0	0	0	0	0	0	0	131
12:45	0	93	34	1	1	5	0	1	0	0	0	0	0	0	0	135
13:00	0	114	35	1	3	4	0	0	0	0	0	0	0	0	0	157
Hour Total	0	388	151	2	5	18	0	1	1	0	0	0	0	0	0	566
13:15	0	68	32	0	0	3	0	3	0	0	0	0	0	0	0	106
13:30	0	89	32	6	4	4	0	0	0	0	0	0	0	0	0	135
13:45	1	91	32	5	4	4	0	0	0	0	0	0	0	0	0	137
14:00	0	77	32	2	1	4	0	2	0	0	0	0	0	0	0	118
Hour Total	1	325	128	13	9	15	0	5	0	0	0	0	0	0	0	496
14:15	3	114	42	1	2	1	0	0	0	0	0	0	0	0	0	163
14:30	0	103	30	1	1	4	0	0	0	0	0	0	0	0	0	139
14:45	0	84	25	2	2	1	0	0	2	0	0	0	1	0	0	117
15:00	3	101	37	0	0	0	0	0	0	0	0	0	0	0	0	141
Hour Total	6	402	134	4	5	6	0	0	2	0	0	0	1	0	0	560
15:15	1	135	40	0	3	1	1	1	0	0	0	0	0	0	0	182
15:30	2	73	16	1	0	3	0	0	3	0	0	0	0	0	0	98
15:45	1	114	31	2	1	0	0	1	0	0	0	0	0	0	0	150
16:00	0	172	43	0	0	0	0	0	0	0	0	0	0	0	0	215
Hour Total	4	494	130	3	4	4	1	2	3	0	0	0	0	0	0	645
16:15	2	194	51	7	3	3	1	1	1	0	0	0	0	0	0	263
16:30	1	136	45	2	1	1	0	0	0	0	0	0	1	0	0	187
16:45	0	137	43	0	2	0	0	0	1	0	0	0	0	0	0	183
17:00	0	124	31	0	1	0	0	0	0	0	0	0	0	0	0	156
Hour Total	3	591	170	9	7	4	1	1	2	0	0	0	1	0	0	789



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 5A  
 Site ID: 000000003552  
 Location: Palm Valley Rd. NB  
 Direction: NORTH  
 Lane: 1

File: NB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	128	35	0	0	0	0	1	0	0	0	0	0	0	0	164
17:30	0	150	38	0	2	0	0	0	0	0	0	0	0	0	0	190
17:45	0	158	55	0	2	1	0	0	0	0	0	0	0	0	0	216
18:00	2	141	49	0	0	0	0	0	0	0	0	0	0	0	0	192
Hour Total	2	577	177	0	4	1	0	1	0	0	0	0	0	0	0	762
18:15	0	144	27	0	0	0	0	0	0	0	0	0	0	0	0	171
18:30	0	151	24	0	1	0	0	0	0	0	0	0	0	0	0	176
18:45	2	112	31	0	1	0	0	0	1	0	0	0	0	0	0	147
19:00	1	122	35	0	0	0	0	0	0	0	0	0	0	0	0	158
Hour Total	3	529	117	0	2	0	0	0	1	0	0	0	0	0	0	652
19:15	0	100	26	0	1	0	0	0	0	0	0	0	0	0	0	127
19:30	0	94	26	0	0	0	0	1	0	0	0	0	0	0	0	121
19:45	1	78	22	0	1	0	0	0	0	0	0	0	0	0	0	102
20:00	0	65	15	0	0	0	0	0	0	0	0	0	0	0	0	80
Hour Total	1	337	89	0	2	0	0	1	0	0	0	0	0	0	0	430
20:15	1	63	23	0	0	0	0	0	0	0	0	0	0	0	0	87
20:30	0	71	29	0	0	0	0	0	0	0	0	0	0	0	0	100
20:45	0	76	19	0	0	0	0	0	0	0	0	0	0	0	0	95
21:00	0	53	10	0	0	0	0	0	0	0	0	0	0	0	0	63
Hour Total	1	263	81	0	0	0	0	0	0	0	0	0	0	0	0	345
21:15	0	31	6	0	0	0	0	0	0	0	0	0	0	0	0	37
21:30	0	28	12	0	1	0	0	1	0	0	0	0	0	0	0	42
21:45	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	29
22:00	1	19	1	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	1	101	25	0	1	0	0	1	0	0	0	0	0	0	0	129
22:15	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
22:30	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	20
22:45	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
23:00	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	69	17	0	0	0	0	0	0	0	0	0	0	0	0	86
23:15	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
23:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
23:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
24:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	30	8	0	0	0	0	0	0	0	0	0	0	0	0	38
DAY TOTAL	39	7050	2208	57	92	117	7	31	20	0	2	0	2	0	0	9625
PERCENTS	0.5%	73.3%	23.0%	0.6%	0.9%	1.2%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		96.5%														
Trucks & Buses										3.4%						
AM Times	08:00	07:45	08:00	06:45	07:30	09:45	05:30	08:15	08:30		08:00					08:00
AM Peaks	6	733	233	11	17	17	2	6	5		1					1002
PM Times	15:00	16:00	16:00	13:30	13:00	12:15	14:30	13:15	14:45			14:00				16:00
PM Peaks	7	639	182	14	11	18	1	5	5			1				848
GRAND TOTAL	99	6639	176	262	238	21	81	60	6	9	5	3	0			28366
PERCENTS	0.4%	73.3%	23.5%	0.7%	0.9%	0.8%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 5B  
 Site ID: 000000009352  
 Location: Palm Valley Rd EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
00:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	15	2	0	0	0	0	0	0	0	0	0	0	0	0	18
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
05:00	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
Hour Total	0	7	2	0	0	0	0	0	3	0	0	0	0	0	0	12
05:15	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	7
05:30	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
05:45	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
06:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	32	12	1	0	0	0	0	0	0	0	0	0	0	0	45
06:15	0	12	1	1	1	0	0	0	0	0	0	0	0	0	0	15
06:30	1	26	4	0	0	0	0	0	0	0	0	0	0	0	0	31
06:45	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	31
07:00	0	33	5	1	1	0	0	0	0	0	0	0	0	0	0	40
Hour Total	1	97	15	2	2	0	0	0	0	0	0	0	0	0	0	117
07:15	0	44	18	0	0	1	0	0	2	0	0	0	0	0	0	65
07:30	0	67	14	0	3	1	0	0	0	0	0	0	0	0	0	85
07:45	0	65	14	7	4	0	0	1	0	0	0	0	0	0	0	91
08:00	0	65	21	0	0	1	0	0	1	0	0	0	0	0	0	88
Hour Total	0	241	67	7	7	3	0	1	3	0	0	0	0	0	0	329
08:15	0	104	35	0	1	1	0	2	0	0	0	0	0	0	0	143
08:30	0	119	38	0	6	1	0	0	0	0	0	0	0	0	0	164
08:45	2	121	35	0	1	0	0	0	1	0	0	0	0	0	0	160
09:00	0	109	26	5	0	0	0	0	0	0	0	0	0	0	0	140

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 5B  
 Site ID: 000000009352  
 Location: Palm Valley Rd EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	2	453	134	5	8	2	0	2	1	0	0	0	0	0	0	607
09:15	1	62	32	2	2	0	0	1	0	0	0	0	0	0	0	100
09:30	0	51	19	0	0	2	0	0	2	0	0	0	0	0	0	74
09:45	0	70	17	0	6	0	0	1	0	0	0	0	0	0	0	94
10:00	0	56	17	0	2	1	0	0	1	0	0	0	0	0	0	77
Hour Total	1	239	85	2	10	3	0	2	3	0	0	0	0	0	0	345
10:15	0	49	15	0	1	0	0	1	1	0	0	0	0	0	0	67
10:30	0	48	22	0	0	0	0	0	1	0	0	0	0	0	0	71
10:45	0	85	24	2	1	1	0	1	3	0	0	0	0	0	0	117
11:00	1	65	22	0	2	2	0	0	1	0	0	0	0	0	0	93
Hour Total	1	247	83	2	4	3	0	2	6	0	0	0	0	0	0	348
11:15	0	56	25	0	0	1	0	1	0	0	0	0	0	0	0	83
11:30	1	70	22	1	1	0	0	1	0	0	0	0	0	0	0	96
11:45	1	81	22	0	2	3	0	0	0	0	0	0	0	0	0	109
12:00	0	65	24	0	1	1	0	0	0	0	0	0	0	0	0	91
Hour Total	2	272	93	1	4	5	0	2	0	0	0	0	0	0	0	379
12:15	0	92	25	1	2	0	0	1	0	0	0	0	0	0	0	121
12:30	0	61	30	0	3	1	0	0	0	0	0	0	0	0	0	95
12:45	0	74	14	0	3	2	0	0	2	0	0	0	0	0	0	95
13:00	0	82	25	0	0	0	0	0	1	0	0	0	0	0	0	108
Hour Total	0	309	94	1	8	3	0	1	3	0	0	0	0	0	0	419
13:15	0	71	23	0	1	1	0	1	0	0	0	0	0	0	0	97
13:30	0	67	20	0	1	0	0	1	0	0	0	0	0	0	0	89
13:45	0	71	17	0	0	2	0	0	0	0	0	0	0	0	0	90
14:00	0	74	20	1	1	2	0	0	1	0	0	0	0	0	0	99
Hour Total	0	283	80	1	3	5	0	2	1	0	0	0	0	0	0	375
14:15	0	86	27	5	4	0	0	0	1	0	0	0	0	0	0	123
14:30	0	83	20	2	1	1	0	0	1	0	0	0	0	0	0	108
14:45	0	68	10	0	2	1	0	1	1	0	0	0	0	0	0	83
15:00	0	61	20	0	1	0	0	1	0	0	0	0	0	0	0	83
Hour Total	0	298	77	7	8	2	0	2	3	0	0	0	0	0	0	397
15:15	0	98	30	4	1	0	0	1	1	0	0	0	0	0	0	135
15:30	1	95	38	1	3	2	1	0	1	0	0	0	0	0	0	142
15:45	2	101	38	2	4	0	0	0	1	0	0	0	0	0	0	148
16:00	0	101	28	3	0	1	0	1	0	0	0	0	0	0	0	134
Hour Total	3	395	134	10	8	3	1	2	3	0	0	0	0	0	0	559
16:15	1	121	33	0	0	0	0	0	1	0	0	0	0	0	0	156
16:30	3	114	33	1	0	0	0	2	0	0	0	0	0	0	0	153
16:45	0	109	29	2	2	1	0	0	0	0	0	0	0	0	0	143
17:00	1	102	38	2	2	0	0	0	0	0	0	0	0	0	0	145
Hour Total	5	446	133	5	4	1	0	2	1	0	0	0	0	0	0	597

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 5B  
 Site ID: 00000009352  
 Location: Palm Valley Rd EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
-----																
17:15	2	120	47	0	2	0	0	0	0	0	0	0	0	0	0	171
17:30	2	121	36	1	1	0	0	1	1	0	0	0	0	0	0	163
17:45	3	119	39	1	2	0	0	0	1	0	0	0	0	0	0	165
18:00	1	130	33	0	1	0	0	2	0	0	0	0	0	0	0	167
Hour Total	8	490	155	2	6	0	0	3	2	0	0	0	0	0	0	666
-----																
18:15	2	122	41	0	2	1	0	1	0	0	0	0	0	0	0	169
18:30	3	115	24	0	0	1	0	0	1	0	0	0	0	0	0	144
18:45	1	102	23	0	3	0	0	1	0	0	0	0	0	0	0	130
19:00	0	89	30	0	0	0	0	0	0	0	0	0	0	0	0	119
Hour Total	6	428	118	0	5	2	0	2	1	0	0	0	0	0	0	562
-----																
19:15	0	76	13	0	0	0	0	0	0	0	0	0	0	0	0	89
19:30	1	51	23	0	0	0	0	0	0	0	0	0	0	0	0	75
19:45	1	77	16	0	0	0	0	0	0	0	0	0	0	0	0	94
20:00	1	66	12	0	0	0	0	0	0	0	0	0	0	0	0	79
Hour Total	3	270	64	0	0	0	0	0	0	0	0	0	0	0	0	337
-----																
20:15	0	50	15	0	0	0	0	0	0	0	0	0	0	0	0	65
20:30	0	69	16	0	0	0	0	0	0	0	0	0	0	0	0	85
20:45	0	50	4	0	0	0	0	0	0	0	0	0	0	0	0	54
21:00	1	55	6	0	0	0	0	1	0	0	0	0	0	0	0	63
Hour Total	1	224	41	0	0	0	0	1	0	0	0	0	0	0	0	267
-----																
21:15	0	40	4	0	0	0	0	0	0	0	0	0	0	0	0	44
21:30	0	31	5	0	1	0	0	0	0	0	0	0	0	0	0	37
21:45	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
22:00	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	103	14	0	1	0	0	0	0	0	0	0	0	0	0	118
-----																
22:15	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
22:30	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
22:45	0	7	4	0	0	0	0	0	1	0	0	0	0	0	0	12
23:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	52	13	0	0	0	0	0	1	0	0	0	0	0	0	66
-----																
23:15	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
24:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	31
-----																
DAY TOTAL	34	4942	1421	46	78	32	1	24	31	0	0	0	0	0	0	6609
PERCENTS	0.6%	74.8%	21.6%	0.7%	1.2%	0.4%	0.0%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	96.7%															
Trucks & Buses	3.2%															
AM Times	08:30	08:15	08:15	07:00	07:45	11:00	07:30		10:00							08:15
AM Peaks	3	453	134	8	11	6	3		6							607
PM Times	17:45	17:30	17:00	15:15	15:00	13:15	14:45	17:30	14:00							17:15
PM Peaks	9	492	160	10	9	5	1	4	4							666

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 5B  
 Site ID: 000000009352  
 Location: Palm Valley Rd EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
00:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	15	4	0	1	0	0	0	0	0	0	0	0	0	0	20
01:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	5
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
05:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	11	1	0	0	0	0	0	1	0	0	0	0	0	0	13
05:15	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5
05:30	0	8	3	0	0	1	0	0	0	0	0	0	0	0	0	12
05:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
06:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	32	7	1	0	1	0	0	0	0	0	0	0	0	0	41
06:15	0	19	4	0	1	0	0	0	0	0	0	0	0	0	0	24
06:30	1	19	4	1	0	1	0	0	0	0	0	0	0	0	0	26
06:45	0	26	10	0	0	1	0	1	1	0	0	0	0	0	0	39
07:00	0	28	6	1	0	1	0	0	2	0	0	0	0	0	0	38
Hour Total	1	92	24	2	1	3	0	1	3	0	0	0	0	0	0	127
07:15	0	49	16	0	0	0	0	0	0	0	0	0	0	0	0	65
07:30	0	55	21	0	3	0	0	0	0	0	0	0	0	0	0	79
07:45	0	52	15	10	0	0	0	0	0	0	0	0	0	0	0	77
08:00	0	64	16	0	0	1	0	0	0	0	0	0	0	0	0	81
Hour Total	0	220	68	10	3	1	0	0	0	0	0	0	0	0	0	302
08:15	1	112	31	0	0	0	0	0	1	0	0	0	0	0	0	145
08:30	2	121	32	0	2	0	0	0	0	0	0	0	0	0	0	157
08:45	1	126	41	1	0	0	0	2	1	0	0	0	0	0	0	172
09:00	2	100	27	3	4	0	0	0	0	0	0	0	1	0	0	137

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 5B  
 Site ID: 00000009352  
 Location: Palm Valley Rd EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	6	459	131	4	6	0	0	2	2	0	0	0	1	0	0	611
09:15	0	60	13	2	0	3	0	0	0	0	0	0	0	0	0	78
09:30	0	52	22	0	3	2	0	0	0	0	0	0	0	0	0	79
09:45	2	48	12	0	2	0	0	0	0	0	0	0	0	0	0	64
10:00	1	45	20	0	0	1	0	0	0	0	0	0	0	0	0	67
Hour Total	3	205	67	2	5	6	0	0	0	0	0	0	0	0	0	288
10:15	0	43	17	0	2	2	0	0	2	0	0	0	0	0	0	66
10:30	0	49	20	2	1	3	0	0	0	0	0	0	0	0	0	75
10:45	2	61	26	0	1	2	0	1	0	0	0	0	0	0	0	93
11:00	0	44	18	0	1	0	0	0	0	0	0	0	0	0	0	63
Hour Total	2	197	81	2	5	7	0	1	2	0	0	0	0	0	0	297
11:15	0	52	24	0	0	3	0	0	1	0	0	0	0	0	0	80
11:30	0	67	19	0	0	1	1	0	0	0	0	0	0	0	0	88
11:45	0	85	29	0	3	4	0	2	0	0	0	0	0	0	0	123
12:00	0	69	19	0	1	1	0	0	0	0	0	0	0	0	0	90
Hour Total	0	273	91	0	4	9	1	2	1	0	0	0	0	0	0	381
12:15	0	86	23	0	0	0	0	0	1	0	0	0	0	0	0	110
12:30	0	79	24	0	1	1	1	0	0	0	0	0	0	0	0	106
12:45	0	69	22	1	0	1	0	1	1	0	0	0	0	0	0	95
13:00	1	63	29	1	2	1	0	0	1	0	0	0	0	0	0	98
Hour Total	1	297	98	2	3	3	1	1	3	0	0	0	0	0	0	409
13:15	1	79	28	4	1	2	0	0	0	0	0	0	0	0	0	115
13:30	0	67	17	2	0	2	0	1	0	0	0	0	0	0	0	89
13:45	0	64	36	0	2	3	0	0	0	0	0	0	0	0	0	105
14:00	0	60	21	0	1	1	0	0	0	0	0	0	0	0	0	83
Hour Total	1	270	102	6	4	8	0	1	0	0	0	0	0	0	0	392
14:15	1	99	34	3	5	2	0	1	0	0	0	0	0	0	0	145
14:30	0	84	25	1	2	2	0	0	0	0	0	0	0	0	0	114
14:45	1	73	25	1	0	0	0	1	0	0	0	0	0	0	0	101
15:00	0	64	23	3	1	0	0	0	0	0	0	0	0	0	0	91
Hour Total	2	320	107	8	8	4	0	2	0	0	0	0	0	0	0	451
15:15	1	99	37	1	4	4	0	1	0	0	0	0	0	0	0	147
15:30	0	90	42	1	4	3	0	0	0	0	0	0	0	0	0	140
15:45	0	89	21	0	3	1	0	0	0	0	0	0	0	0	0	114
16:00	3	83	30	4	3	0	0	0	1	0	0	0	0	0	0	124
Hour Total	4	361	130	6	14	8	0	1	1	0	0	0	0	0	0	525
16:15	0	100	45	2	0	1	0	0	0	0	0	0	0	0	0	148
16:30	2	114	35	0	2	0	0	0	0	0	0	0	0	0	0	153
16:45	2	112	34	1	1	0	0	0	1	0	0	0	0	0	0	151
17:00	1	117	27	0	0	0	0	0	0	0	0	0	0	0	0	145
Hour Total	5	443	141	3	3	1	0	0	1	0	0	0	0	0	0	597



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 5B  
 Site ID: 000000009352  
 Location: Palm Valley Rd EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total	
-----																	
17:15	2	118	36	0	1	0	0	2	1	0	0	0	0	0	0	160	
17:30	4	107	38	0	3	0	0	1	0	0	0	0	0	0	0	153	
17:45	0	104	49	0	1	1	1	2	2	0	0	0	0	0	0	160	
18:00	2	139	43	0	4	0	0	1	0	0	0	0	0	0	0	189	
Hour Total	8	468	166	0	9	1	1	6	3	0	0	0	0	0	0	662	
-----																	
18:15	0	113	24	0	0	0	0	0	1	0	0	0	0	0	0	138	
18:30	2	122	37	0	2	0	0	0	0	0	0	0	0	0	0	163	
18:45	0	96	19	0	0	1	0	0	0	0	0	0	0	0	0	116	
19:00	1	100	19	0	0	0	0	0	0	0	0	0	0	0	0	120	
Hour Total	3	431	99	0	2	1	0	0	1	0	0	0	0	0	0	537	
-----																	
19:15	1	78	15	0	0	0	0	0	0	0	0	0	0	0	0	94	
19:30	0	74	10	0	1	0	0	0	0	0	0	0	0	0	0	85	
19:45	0	73	10	0	0	0	0	0	0	0	0	0	0	0	0	83	
20:00	0	68	4	0	0	0	0	0	0	0	0	0	0	0	0	72	
Hour Total	1	293	39	0	1	0	0	0	0	0	0	0	0	0	0	334	
-----																	
20:15	2	48	7	0	0	0	0	0	0	0	0	0	0	0	0	57	
20:30	0	53	12	0	0	0	0	0	0	0	0	0	0	0	0	65	
20:45	0	49	7	0	0	0	0	0	0	0	0	0	0	0	0	56	
21:00	0	63	12	0	0	0	0	0	0	0	0	0	0	0	0	75	
Hour Total	2	213	38	0	0	0	0	0	0	0	0	0	0	0	0	253	
-----																	
21:15	0	45	7	0	0	0	0	0	0	0	0	0	0	0	0	52	
21:30	0	34	5	0	0	0	0	0	0	0	0	0	0	0	0	39	
21:45	0	27	6	0	0	0	0	0	0	0	0	0	0	0	0	33	
22:00	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19	
Hour Total	0	120	23	0	0	0	0	0	0	0	0	0	0	0	0	143	
-----																	
22:15	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22	
22:30	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13	
22:45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11	
23:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
Hour Total	0	52	7	0	0	0	0	0	0	0	0	0	0	0	0	59	
-----																	
23:15	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
23:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8	
23:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6	
24:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6	
Hour Total	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	30	
-----																	
DAY TOTAL	39	4815	1434	46	70	53	3	17	18	0	0	0	1	0	0	6496	
PERCENTS	0.7%	74.2%	22.1%	0.8%	1.0%	0.8%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	
Passenger Vehicles	96.7%																
Trucks & Buses	3.2%																
-----																	
AM Times	08:15	08:15	08:15	07:00	09:00	11:15	10:45	08:00	06:15							08:15	08:15
AM Peaks	6	459	131	11	9	9	1	2	3							1	611
-----																	
PM Times	16:45	17:45	17:15	12:45	15:15	13:00	12:15	17:15	12:15							17:15	17:15
PM Peaks	9	478	166	8	14	8	1	6	3							1	662

Station #: Site 5B  
 Site ID: 000000009352  
 Location: Palm Valley Rd EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
01:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
04:30	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	9	0	0	1	0	0	1	0	0	0	0	0	0	0	11
05:15	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	8
05:30	0	4	2	0	0	1	0	0	0	0	0	0	0	0	0	7
05:45	0	6	1	0	1	0	0	0	1	0	0	0	0	0	0	9
06:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	21	9	1	1	1	0	0	1	0	0	0	0	0	0	34
06:15	0	21	4	1	0	0	0	0	0	0	0	0	0	0	0	26
06:30	0	19	6	0	0	1	0	0	0	0	0	0	0	0	0	26
06:45	0	19	10	0	1	2	0	1	0	0	0	0	0	0	0	33
07:00	0	27	9	1	2	0	0	0	0	0	0	0	0	0	0	39
Hour Total	0	86	29	2	3	3	0	1	0	0	0	0	0	0	0	124
07:15	0	47	14	0	0	0	0	0	0	0	0	0	0	0	0	61
07:30	1	53	12	0	2	1	0	0	0	0	0	0	0	0	0	69
07:45	0	55	18	9	2	1	0	0	0	0	0	0	0	0	0	85
08:00	1	59	18	0	0	0	0	1	1	0	0	0	0	0	0	80
Hour Total	2	214	62	9	4	2	0	1	1	0	0	0	0	0	0	295
08:15	1	108	36	0	1	1	0	0	0	0	0	0	0	0	0	147
08:30	3	107	39	1	2	1	0	2	0	0	0	0	0	0	0	155
08:45	3	115	41	1	0	1	1	0	1	0	0	0	0	0	0	163
09:00	2	123	35	3	2	2	0	0	1	0	0	0	0	0	0	168

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 5B  
 Site ID: 00000009352  
 Location: Palm Valley Rd EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	9	453	151	5	5	5	1	2	2	0	0	0	0	0	0	633
09:15	0	59	22	1	2	1	0	1	0	0	0	0	0	0	0	86
09:30	0	70	17	1	0	1	0	0	0	0	0	0	0	0	0	89
09:45	0	66	18	0	2	3	0	0	0	0	0	0	0	0	0	89
10:00	0	52	18	0	1	1	0	0	0	0	0	0	0	0	0	72
Hour Total	0	247	75	2	5	6	0	1	0	0	0	0	0	0	0	336
10:15	0	53	16	0	0	1	0	0	1	0	0	0	0	0	0	71
10:30	0	53	29	0	3	2	1	0	1	0	0	0	0	0	0	89
10:45	0	82	27	0	0	1	0	0	1	0	0	0	0	0	0	111
11:00	0	56	22	0	2	2	0	0	0	0	0	0	0	0	0	82
Hour Total	0	244	94	0	5	6	1	0	3	0	0	0	0	0	0	353
11:15	0	65	14	0	1	4	0	0	0	0	0	0	0	0	0	84
11:30	0	64	23	0	4	2	0	0	1	0	0	0	0	0	0	94
11:45	1	56	24	0	0	2	0	0	2	0	0	0	0	0	0	85
12:00	0	78	34	0	2	0	0	1	0	0	0	0	0	0	0	115
Hour Total	1	263	95	0	7	8	0	1	3	0	0	0	0	0	0	378
12:15	1	66	20	1	1	3	0	0	0	0	0	0	0	0	0	92
12:30	0	77	30	0	3	6	0	0	1	0	0	0	0	0	0	117
12:45	0	70	19	0	0	1	0	3	0	0	0	0	0	0	0	93
13:00	0	66	28	0	2	5	0	0	0	0	0	0	0	0	0	101
Hour Total	1	279	97	1	6	15	0	3	1	0	0	0	0	0	0	403
13:15	1	70	22	0	0	1	0	0	0	0	0	0	0	0	0	94
13:30	0	67	21	0	2	5	0	1	0	0	0	0	0	0	0	96
13:45	0	63	21	0	1	2	0	0	0	0	0	0	0	0	0	87
14:00	0	63	19	1	0	2	0	0	0	0	0	0	0	0	0	85
Hour Total	1	263	83	1	3	10	0	1	0	0	0	0	0	0	0	362
14:15	0	87	26	5	1	2	0	0	0	0	0	0	0	0	0	121
14:30	0	83	23	2	0	0	0	1	0	0	0	0	0	0	0	109
14:45	0	80	23	0	0	1	0	0	0	0	0	0	0	0	0	104
15:00	0	70	26	1	0	0	0	0	1	0	0	0	0	0	0	98
Hour Total	0	320	98	8	1	3	0	1	1	0	0	0	0	0	0	432
15:15	2	101	39	2	1	2	0	0	0	0	0	0	0	0	0	147
15:30	3	90	36	1	3	1	0	2	0	0	0	0	0	0	0	136
15:45	1	102	33	1	3	2	0	0	0	0	0	0	0	0	0	142
16:00	0	106	28	2	2	1	0	1	1	0	0	0	0	0	0	141
Hour Total	6	399	136	6	9	6	0	3	1	0	0	0	0	0	0	566
16:15	1	99	30	1	5	0	0	0	0	0	0	0	0	0	0	136
16:30	0	116	32	2	0	0	0	0	0	0	0	0	0	0	0	150
16:45	1	112	29	3	2	0	0	0	0	0	0	0	0	0	0	147
17:00	2	111	39	0	5	0	0	0	0	0	0	0	0	0	0	157
Hour Total	4	438	130	6	12	0	0	0	0	0	0	0	0	0	0	590

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 5B  
 Site ID: 000000009352  
 Location: Palm Valley Rd EB  
 Direction: EAST  
 Lane: 1

File: EB.prn  
 City: 16-221 AW Max  
 County: 30.14943, -81.37749

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
-----																
17:15	2	110	40	0	1	0	0	0	0	0	0	0	0	0	0	153
17:30	4	109	32	0	2	2	0	0	1	0	0	0	0	0	0	150
17:45	1	111	32	0	4	0	0	1	0	0	0	0	0	0	0	149
18:00	4	123	43	0	1	0	0	0	1	0	0	0	0	0	0	172
Hour Total	11	453	147	0	8	2	0	1	2	0	0	0	0	0	0	624
-----																
18:15	1	138	30	0	0	1	0	0	0	0	0	0	0	0	0	170
18:30	0	141	41	0	2	0	0	0	1	0	0	0	0	0	0	185
18:45	1	115	27	0	0	0	0	0	0	0	0	0	0	0	0	143
19:00	1	92	19	0	0	0	0	0	1	0	0	0	0	0	0	113
Hour Total	3	486	117	0	2	1	0	0	2	0	0	0	0	0	0	611
-----																
19:15	0	81	14	0	0	0	0	0	0	0	0	0	0	0	0	95
19:30	1	74	9	0	0	0	0	0	0	0	0	0	0	0	0	84
19:45	0	68	12	0	0	0	0	0	0	0	0	0	0	0	0	80
20:00	0	48	16	0	0	0	0	0	0	0	0	0	0	0	0	64
Hour Total	1	271	51	0	0	0	0	0	0	0	0	0	0	0	0	323
-----																
20:15	0	67	10	0	0	0	0	1	0	0	0	0	0	0	0	78
20:30	0	77	14	0	0	0	0	0	0	0	0	0	0	0	0	91
20:45	0	47	4	0	0	0	0	0	0	0	0	0	0	0	0	51
21:00	1	39	9	0	0	0	0	0	0	0	0	0	0	0	0	49
Hour Total	1	230	37	0	0	0	0	1	0	0	0	0	0	0	0	269
-----																
21:15	0	50	8	0	0	0	0	0	0	0	0	0	0	0	0	58
21:30	1	45	3	0	0	0	0	1	0	0	0	0	0	0	0	50
21:45	1	38	9	0	0	0	0	0	0	0	0	0	0	0	0	48
22:00	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	2	148	25	0	0	0	0	1	0	0	0	0	0	0	0	176
-----																
22:15	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
22:30	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
22:45	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
23:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	63	7	0	0	0	0	0	0	0	0	0	0	0	0	70
-----																
23:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
24:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
-----																
DAY TOTAL	42	4942	1451	41	72	68	2	18	17	0	0	0	0	0	0	6653
PERCENTS	0.7%	74.3%	21.9%	0.7%	1.0%	1.0%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	96.7%															
Trucks & Buses	3.2%															
-----																
AM Times	08:15	08:15	08:15	07:00	10:45	11:00	08:00	07:45	10:00							08:15
AM Peaks	9	453	151	10	7	10	1	3	3							633
-----																
PM Times	17:15	18:00	17:15	13:45	15:30	12:15	12:45		17:15						17:45	
PM Peaks	11	517	147	8	13	15	4		2						676	
=====																
GRAND TOTAL	115	4306		220		6		66		0		1		0		19758
PERCENTS	0.6%	74.4%	21.8%	0.7%	1.2%	0.8%	0.0%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 5C  
 Site ID: 000000009392  
 Location: Mickler Rd. WB  
 Direction: WEST  
 Lane: 1

File: Rd.prn  
 City: 16-221 AW Max  
 County: 30.15221, -81.37584

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	5	3	0	0	0	0	1	0	0	0	0	0	0	0	9
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	13	4	0	0	0	0	1	0	0	0	0	0	0	0	18
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
04:15	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
04:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	12	2	0	0	1	0	0	0	0	0	0	0	0	0	15
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
05:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	15	7	0	0	0	0	0	0	0	0	0	0	0	0	22
06:15	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	14
06:30	0	17	4	0	1	0	0	0	0	0	0	0	0	0	0	22
06:45	0	25	6	0	0	0	0	0	0	0	0	0	0	0	0	31
07:00	0	27	14	0	0	0	0	0	0	0	0	0	0	0	0	41
Hour Total	0	77	30	0	1	0	0	0	0	0	0	0	0	0	0	108
07:15	0	42	15	1	0	0	0	0	0	0	0	0	0	0	0	58
07:30	0	65	18	2	1	0	0	0	0	0	0	0	0	0	0	86
07:45	0	66	20	0	1	1	0	0	0	0	0	0	0	0	0	88
08:00	0	56	13	0	0	0	0	0	0	0	0	0	0	0	0	69
Hour Total	0	229	66	3	2	1	0	0	0	0	0	0	0	0	0	301
08:15	1	90	21	2	0	1	0	0	0	0	0	0	0	0	0	115
08:30	2	113	42	0	0	1	0	0	1	0	0	0	0	0	0	159
08:45	1	108	27	1	1	0	0	0	0	0	0	0	0	0	0	138
09:00	0	102	25	3	1	0	0	0	0	0	0	0	0	0	0	131

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 5C  
 Site ID: 000000009392  
 Location: Mickler Rd. WB  
 Direction: WEST  
 Lane: 1

File: Rd.prn  
 City: 16-221 AW Max  
 County: 30.15221, -81.37584

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	4	413	115	6	2	2	0	0	1	0	0	0	0	0	0	543
09:15	1	58	17	4	0	1	1	0	0	0	0	0	0	0	0	82
09:30	0	35	22	1	0	0	0	1	0	0	0	0	0	0	0	59
09:45	0	28	13	0	0	1	0	0	0	0	0	0	0	0	0	42
10:00	0	39	13	0	0	3	0	0	0	0	0	0	0	0	0	55
Hour Total	1	160	65	5	0	5	1	1	0	0	0	0	0	0	0	238
10:15	0	38	12	0	0	1	0	0	0	0	0	0	0	0	0	51
10:30	0	29	22	0	0	0	0	1	0	0	0	0	0	0	0	52
10:45	0	35	17	0	1	1	1	0	1	0	0	0	0	0	0	56
11:00	0	37	20	0	3	1	0	0	0	0	0	0	0	0	0	61
Hour Total	0	139	71	0	4	3	1	1	1	0	0	0	0	0	0	220
11:15	0	30	17	0	2	1	0	0	0	0	0	0	0	0	0	50
11:30	0	43	9	0	0	2	0	0	0	0	0	0	0	0	0	54
11:45	0	45	21	0	1	1	0	0	0	0	0	0	0	0	0	68
12:00	0	52	17	0	1	1	0	0	0	0	0	0	0	0	0	71
Hour Total	0	170	64	0	4	5	0	0	0	0	0	0	0	0	0	243
12:15	0	58	23	1	0	1	1	1	0	0	0	0	0	0	0	85
12:30	1	45	16	0	0	0	0	0	0	0	0	0	0	0	0	62
12:45	2	49	11	0	1	0	0	0	1	0	0	0	0	0	0	64
13:00	0	48	15	0	0	1	0	0	0	0	0	0	0	0	0	64
Hour Total	3	200	65	1	1	2	1	1	1	0	0	0	0	0	0	275
13:15	0	45	13	0	0	0	0	0	0	0	0	0	0	0	0	58
13:30	0	46	6	0	3	1	0	0	0	0	0	0	0	0	0	56
13:45	1	51	15	0	0	1	1	0	0	0	0	0	0	0	0	69
14:00	0	50	17	0	1	1	0	1	0	0	0	0	0	0	0	70
Hour Total	1	192	51	0	4	3	1	1	0	0	0	0	0	0	0	253
14:15	1	57	15	0	0	0	0	0	0	0	0	0	0	0	0	73
14:30	0	54	21	0	0	0	0	0	1	0	0	0	0	0	0	76
14:45	0	58	27	1	2	0	0	0	0	0	0	0	0	0	0	88
15:00	1	82	33	1	1	2	1	1	0	0	0	0	0	0	0	122
Hour Total	2	251	96	2	3	2	1	1	1	0	0	0	0	0	0	359
15:15	0	75	33	0	1	1	0	0	0	0	0	0	0	0	0	110
15:30	0	86	29	1	0	0	0	0	0	0	0	0	0	0	0	116
15:45	0	66	34	4	1	0	0	0	0	0	0	0	0	0	0	105
16:00	0	53	26	1	0	1	0	1	0	0	0	0	0	0	0	82
Hour Total	0	280	122	6	2	2	0	1	0	0	0	0	0	0	0	413
16:15	0	69	25	0	1	0	0	2	0	0	0	0	0	0	0	97
16:30	0	60	19	0	2	0	0	0	0	0	0	0	0	0	0	81
16:45	0	66	20	1	2	1	0	0	0	0	0	0	0	0	0	90
17:00	0	87	26	4	2	2	0	0	0	0	0	0	0	0	0	121
Hour Total	0	282	90	5	7	3	0	2	0	0	0	0	0	0	0	389



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Tue 8/16/2016

Station #: Site 5C  
 Site ID: 000000009392  
 Location: Mickler Rd. WB  
 Direction: WEST  
 Lane: 1

File: Rd.prn  
 City: 16-221 AW Max  
 County: 30.15221, -81.37584

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
-----																
17:15	0	86	35	0	0	0	0	0	1	0	0	0	0	0	0	122
17:30	2	119	37	0	1	1	1	0	0	0	0	0	0	0	0	161
17:45	0	92	40	0	1	0	0	0	0	0	0	0	0	0	0	133
18:00	0	93	32	0	1	0	0	0	0	0	0	0	0	0	0	126
Hour Total	2	390	144	0	3	1	1	0	1	0	0	0	0	0	0	542
-----																
18:15	0	81	22	0	1	1	0	0	0	0	0	0	0	0	0	105
18:30	0	86	20	0	0	0	0	0	0	0	0	0	0	0	0	106
18:45	0	65	18	1	0	0	0	0	0	0	0	0	0	0	0	84
19:00	0	55	15	0	1	0	0	0	0	0	0	0	0	0	0	71
Hour Total	0	287	75	1	2	1	0	0	0	0	0	0	0	0	0	366
-----																
19:15	0	43	12	0	0	0	0	0	0	0	0	0	0	0	0	55
19:30	1	44	13	0	1	0	0	0	0	0	0	0	0	0	0	59
19:45	0	39	7	0	0	0	0	0	0	0	0	0	0	0	0	46
20:00	3	33	10	0	0	0	0	0	0	0	0	0	0	0	0	46
Hour Total	4	159	42	0	1	0	0	0	0	0	0	0	0	0	0	206
-----																
20:15	0	34	8	0	0	0	0	0	0	0	0	0	0	0	0	42
20:30	1	32	8	0	0	0	0	0	0	0	0	0	0	0	0	41
20:45	0	25	6	0	0	0	0	0	0	0	0	0	0	0	0	31
21:00	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	1	114	26	0	0	0	0	0	0	0	0	0	0	0	0	141
-----																
21:15	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22
21:30	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
21:45	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
22:00	2	14	3	0	0	0	0	1	0	0	0	0	0	0	0	20
Hour Total	2	74	12	0	0	0	0	1	0	0	0	0	0	0	0	89
-----																
22:15	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
22:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
22:45	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	38	6	0	0	0	0	0	0	0	0	0	0	0	0	44
-----																
23:15	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
23:30	0	12	3	0	0	0	0	1	0	0	0	0	0	0	0	16
23:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
24:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	29	10	0	0	0	0	1	0	0	0	0	0	0	0	40
-----																
DAY TOTAL	20	3535	1169	29	37	31	6	11	5	0	0	0	0	0	0	4843
PERCENTS	0.5%	73.0%	24.2%	0.6%	0.7%	0.6%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	97.5%															
Trucks & Buses	2.4%															
-----																
AM Times	08:00	08:15	08:15	08:45	10:30	09:15	08:30	00:30	07:45							08:15
AM Peaks	4	413	115	9	6	5	1	1	1							543
-----																
PM Times	19:15	17:15	17:15	15:00	16:15	16:45	12:15	15:30	12:15							17:15
PM Peaks	4	390	144	6	7	4	1	3	1							542

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 5C  
 Site ID: 000000009392  
 Location: Mickler Rd. WB  
 Direction: WEST  
 Lane: 1

File: Rd.prn  
 City: 16-221 AW Max  
 County: 30.15221, -81.37584

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hour Total	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
05:45	0	4	2	0	0	0	0	1	0	0	0	0	0	0	0	7
06:00	0	17	8	0	0	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	27	15	0	0	0	0	1	0	0	0	0	0	0	0	43
06:15	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
06:30	0	12	4	0	1	0	0	0	0	0	0	0	0	0	0	17
06:45	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24
07:00	1	26	12	0	0	0	0	0	0	0	0	0	0	0	0	39
Hour Total	1	74	23	0	1	0	0	0	0	0	0	0	0	0	0	99
07:15	0	44	10	1	0	0	0	0	0	0	0	0	0	0	0	55
07:30	0	60	21	2	0	0	0	0	0	0	0	0	0	0	0	83
07:45	0	75	16	0	1	1	0	0	0	0	0	0	0	0	0	93
08:00	0	59	21	0	0	0	0	0	0	0	0	0	0	0	0	80
Hour Total	0	238	68	3	1	1	0	0	0	0	0	0	0	0	0	311
08:15	0	91	24	1	0	1	0	1	0	0	0	0	0	0	0	118
08:30	2	110	52	0	1	0	0	0	0	0	0	0	0	0	0	165
08:45	1	112	26	0	1	1	0	0	0	0	0	0	0	0	0	141
09:00	0	99	30	2	0	0	0	0	0	0	0	0	0	0	0	131

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 5C  
 Site ID: 000000009392  
 Location: Mickler Rd. WB  
 Direction: WEST  
 Lane: 1

File: Rd.prn  
 City: 16-221 AW Max  
 County: 30.15221, -81.37584

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	3	412	132	3	2	2	0	1	0	0	0	0	0	0	0	555
09:15	0	38	15	5	1	0	0	1	0	0	0	0	0	0	0	60
09:30	0	36	15	0	1	1	0	1	0	0	0	0	0	0	0	54
09:45	1	49	15	0	3	0	0	0	0	0	0	0	0	0	0	68
10:00	0	39	13	0	1	0	0	0	0	0	0	0	0	0	0	53
Hour Total	1	162	58	5	6	1	0	2	0	0	0	0	0	0	0	235
10:15	0	36	11	0	1	1	0	1	0	1	0	0	0	0	0	51
10:30	0	36	17	1	1	3	0	0	0	0	0	0	0	0	0	58
10:45	0	36	14	0	0	0	0	0	0	0	0	0	0	0	0	50
11:00	0	34	9	0	2	0	0	0	0	0	0	0	0	0	0	45
Hour Total	0	142	51	1	4	4	0	1	0	1	0	0	0	0	0	204
11:15	0	35	15	0	0	2	0	1	0	0	0	0	0	0	0	53
11:30	0	33	16	0	1	2	0	1	0	0	0	0	0	0	0	53
11:45	0	40	13	0	1	0	0	0	0	0	0	0	0	0	0	54
12:00	0	35	15	0	1	0	0	0	0	0	0	0	0	0	0	51
Hour Total	0	143	59	0	3	4	0	2	0	0	0	0	0	0	0	211
12:15	0	40	17	1	1	2	0	0	1	0	0	0	0	0	0	62
12:30	0	53	13	1	1	2	0	0	0	0	0	0	0	0	0	70
12:45	1	40	13	0	2	1	0	1	0	0	0	0	0	0	0	58
13:00	0	58	18	0	1	1	0	0	0	0	0	0	0	0	0	78
Hour Total	1	191	61	2	5	6	0	1	1	0	0	0	0	0	0	268
13:15	0	42	21	1	0	0	0	1	0	0	0	0	0	0	0	65
13:30	0	51	10	0	1	0	0	0	0	0	0	0	0	0	0	62
13:45	0	56	20	1	1	5	0	0	1	0	0	0	0	0	0	84
14:00	0	44	18	0	1	0	0	0	0	0	0	0	0	0	0	63
Hour Total	0	193	69	2	3	5	0	1	1	0	0	0	0	0	0	274
14:15	0	65	16	0	2	1	0	1	0	0	0	0	0	0	0	85
14:30	0	61	30	0	1	0	0	0	0	0	0	0	0	0	0	92
14:45	0	78	31	3	3	3	0	0	0	0	0	0	0	0	0	118
15:00	0	65	22	1	0	0	0	0	0	0	0	0	0	0	0	88
Hour Total	0	269	99	4	6	4	0	1	0	0	0	0	0	0	0	383
15:15	0	67	38	1	0	0	0	0	0	0	0	0	0	0	0	106
15:30	0	83	18	0	0	2	0	1	0	0	0	0	0	0	0	104
15:45	0	73	29	2	1	2	0	0	0	0	0	0	0	0	0	107
16:00	2	78	27	4	1	0	0	3	0	0	0	0	0	0	0	115
Hour Total	2	301	112	7	2	4	0	4	0	0	0	0	0	0	0	432
16:15	0	70	23	0	1	0	0	1	0	0	0	0	0	0	0	95
16:30	0	85	34	0	1	1	0	0	0	0	0	0	0	0	0	121
16:45	0	61	35	0	2	1	0	1	0	0	0	0	0	0	0	100
17:00	1	88	30	0	1	0	0	0	0	0	0	0	0	0	0	120
Hour Total	1	304	122	0	5	2	0	2	0	0	0	0	0	0	0	436

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Wed 8/17/2016

Station #: Site 5C  
 Site ID: 000000009392  
 Location: Mickler Rd. WB  
 Direction: WEST  
 Lane: 1

File: Rd.prn  
 City: 16-221 AW Max  
 County: 30.15221, -81.37584

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	96	23	0	0	0	0	0	0	0	0	0	0	0	0	119
17:30	1	112	30	0	2	1	0	0	1	0	0	0	0	0	0	147
17:45	0	95	36	0	1	0	0	0	0	0	0	0	0	0	0	132
18:00	1	96	36	0	0	0	0	0	0	0	0	0	0	0	0	133
Hour Total	2	399	125	0	3	1	0	0	1	0	0	0	0	0	0	531
18:15	1	66	18	0	1	0	0	2	0	0	0	0	0	0	0	88
18:30	0	69	21	0	1	0	0	0	0	0	0	0	0	0	0	91
18:45	0	66	13	0	0	0	0	0	0	0	0	0	0	0	0	79
19:00	0	53	13	0	1	0	0	0	0	0	0	0	0	0	0	67
Hour Total	1	254	65	0	3	0	0	2	0	0	0	0	0	0	0	325
19:15	0	53	13	0	0	0	0	0	0	0	0	0	0	0	0	66
19:30	0	42	13	0	0	0	0	0	0	0	0	0	0	0	0	55
19:45	0	54	11	0	0	0	0	1	0	0	0	0	0	0	0	66
20:00	0	43	6	0	1	0	0	0	0	0	0	0	0	0	0	50
Hour Total	0	192	43	0	1	0	0	1	0	0	0	0	0	0	0	237
20:15	0	41	6	0	0	0	0	0	0	0	0	0	0	0	0	47
20:30	0	35	13	0	0	0	0	0	0	0	0	0	0	0	0	48
20:45	0	48	9	0	0	0	0	0	0	0	0	0	0	0	0	57
21:00	1	35	10	0	0	0	0	0	0	0	0	0	0	0	0	46
Hour Total	1	159	38	0	0	0	0	0	0	0	0	0	0	0	0	198
21:15	0	28	1	0	0	0	0	0	0	0	0	0	0	0	0	29
21:30	0	29	4	0	0	0	0	0	0	0	0	0	0	0	0	33
21:45	0	20	6	0	0	0	0	0	0	0	0	0	0	0	0	26
22:00	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	96	14	0	0	0	0	0	0	0	0	0	0	0	0	110
22:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
22:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
22:45	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	30	6	0	0	0	0	0	0	0	0	0	0	0	0	36
23:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
24:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	25	7	0	0	0	0	0	0	0	0	0	0	0	0	32
DAY TOTAL	13	3631	1173	27	45	34	0	20	3	1	0	0	0	0	0	4947
PERCENTS	0.3%	73.4%	23.8%	0.6%	0.9%	0.6%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		97.3%														
Trucks & Buses										2.6%						
AM Times	08:00	08:15	08:15	08:30	09:15	10:30		08:45		09:30						08:15
AM Peaks	3	412	132	7	6	5		2		1						555
PM Times	17:30	17:15	17:15	15:15	14:00	12:15		15:30	12:15							17:15
PM Peaks	3	399	125	7	7	6		5	1							531

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 5C  
 Site ID: 000000009392  
 Location: Mickler Rd. WB  
 Direction: WEST  
 Lane: 1

File: Rd.prn  
 City: 16-221 AW Max  
 County: 30.15221, -81.37584

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	1	11	3	0	0	0	0	0	0	0	0	0	0	0	0	15
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	3	0	0	0	0	0	1	0	0	0	0	0	0	9
02:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
05:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	18	12	0	0	0	0	0	0	0	0	0	0	0	0	30
06:15	0	25	9	0	0	0	0	0	0	0	0	0	0	0	0	34
06:30	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
06:45	0	12	8	0	0	0	0	0	0	0	0	0	0	0	0	20
07:00	1	22	7	0	0	0	0	0	0	0	0	0	0	0	0	30
Hour Total	1	68	25	0	1	0	0	0	0	0	0	0	0	0	0	95
07:15	0	31	5	2	0	0	0	0	0	0	0	0	0	0	0	38
07:30	0	57	25	1	0	0	0	0	0	0	0	0	0	0	0	83
07:45	0	61	20	0	0	0	0	0	0	0	0	0	0	0	0	81
08:00	0	55	26	0	2	2	0	0	0	0	0	0	0	0	0	85
Hour Total	0	204	76	3	2	2	0	0	0	0	0	0	0	0	0	287
08:15	0	95	22	1	0	0	0	0	1	0	0	0	0	0	0	119
08:30	2	117	39	0	1	1	0	0	0	0	0	0	0	0	0	160
08:45	0	128	32	0	0	0	0	0	0	0	0	1	0	0	0	161
09:00	0	99	27	3	3	1	0	0	0	0	0	0	0	0	0	133

Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 5C  
 Site ID: 000000009392  
 Location: Mickler Rd. WB  
 Direction: WEST  
 Lane: 1

File: Rd.prn  
 City: 16-221 AW Max  
 County: 30.15221, -81.37584

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	2	439	120	4	4	2	0	0	1	0	0	1	0	0	0	573
09:15	1	51	14	3	0	2	0	0	0	0	0	0	0	0	0	71
09:30	0	49	11	1	1	2	0	0	1	0	0	0	0	0	0	65
09:45	0	36	16	0	0	0	0	1	0	0	0	0	0	0	0	53
10:00	0	33	17	0	1	3	0	0	0	0	0	0	0	0	0	54
Hour Total	1	169	58	4	2	7	0	1	1	0	0	0	0	0	0	243
10:15	0	44	15	0	0	1	0	1	0	0	0	0	0	0	0	61
10:30	0	35	23	0	1	1	0	1	0	0	0	0	0	0	0	61
10:45	0	41	16	1	0	1	0	0	0	0	0	0	0	0	0	59
11:00	0	37	15	0	0	1	0	1	0	0	0	0	0	0	0	54
Hour Total	0	157	69	1	1	4	0	3	0	0	0	0	0	0	0	235
11:15	0	40	21	0	1	4	0	1	1	0	0	0	0	0	0	68
11:30	0	42	14	0	1	1	0	1	0	0	0	0	0	0	0	59
11:45	0	50	14	1	0	2	0	0	0	0	0	0	0	0	0	67
12:00	0	38	24	0	2	4	0	0	0	0	0	0	0	0	0	68
Hour Total	0	170	73	1	4	11	0	2	1	0	0	0	0	0	0	262
12:15	0	43	39	0	2	0	0	0	1	0	0	0	0	0	0	85
12:30	0	34	19	0	1	0	0	0	1	0	0	0	0	0	0	55
12:45	1	50	15	0	2	2	0	0	0	0	0	0	0	0	0	70
13:00	0	49	15	0	1	2	0	1	0	0	0	0	0	0	0	68
Hour Total	1	176	88	0	6	4	0	1	2	0	0	0	0	0	0	278
13:15	2	53	19	0	1	0	0	0	0	0	0	0	0	0	0	75
13:30	0	50	19	1	0	0	0	1	0	0	0	0	0	0	0	71
13:45	1	40	21	0	2	2	0	0	0	0	0	0	0	0	0	66
14:00	1	46	23	0	1	2	0	0	0	0	0	0	0	0	0	73
Hour Total	4	189	82	1	4	4	0	1	0	0	0	0	0	0	0	285
14:15	0	55	25	0	0	0	0	0	0	0	0	0	0	0	0	80
14:30	1	67	21	0	1	2	0	2	0	0	0	0	0	0	0	94
14:45	0	68	19	2	2	3	0	0	0	0	0	0	0	0	0	94
15:00	0	65	35	0	1	2	0	0	0	0	0	0	0	0	0	103
Hour Total	1	255	100	2	4	7	0	2	0	0	0	0	0	0	0	371
15:15	1	70	25	0	1	1	0	0	0	0	0	0	0	0	0	98
15:30	1	83	36	0	0	1	0	0	0	0	0	0	0	0	0	121
15:45	0	68	26	2	1	1	0	0	1	0	0	0	0	0	0	99
16:00	2	68	27	3	3	2	0	0	0	0	0	0	0	0	0	105
Hour Total	4	289	114	5	5	5	0	0	1	0	0	0	0	0	0	423
16:15	0	68	17	1	1	0	0	1	0	0	0	0	0	0	0	88
16:30	0	72	25	0	2	1	0	0	0	0	0	0	0	0	0	100
16:45	0	75	33	2	1	2	0	0	0	0	0	0	0	0	0	113
17:00	1	88	33	3	3	1	0	0	0	0	0	0	0	0	0	129
Hour Total	1	303	108	6	7	4	0	1	0	0	0	0	0	0	0	430



Peggy Malone & Associates  
 CLASSIFICATION SUMMARY  
 Thu 8/18/2016

Station #: Site 5C  
 Site ID: 000000009392  
 Location: Mickler Rd. WB  
 Direction: WEST  
 Lane: 1

File: Rd.prn  
 City: 16-221 AW Max  
 County: 30.15221, -81.37584

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	1	104	31	1	1	1	0	1	0	0	0	0	0	0	0	140
17:30	0	125	37	0	0	0	0	0	0	0	0	0	0	0	0	162
17:45	0	111	40	0	0	0	0	0	0	0	0	0	0	0	0	151
18:00	1	92	31	0	1	0	0	0	0	0	0	0	0	0	0	125
Hour Total	2	432	139	1	2	1	0	1	0	0	0	0	0	0	0	578
18:15	0	83	22	0	2	0	0	0	0	0	0	0	0	0	0	107
18:30	0	59	21	0	0	0	0	0	0	0	0	0	0	0	0	80
18:45	1	67	17	1	0	0	0	1	0	0	0	0	0	0	0	87
19:00	0	62	17	0	0	0	0	0	0	0	0	0	0	0	0	79
Hour Total	1	271	77	1	2	0	0	1	0	0	0	0	0	0	0	353
19:15	1	58	14	0	0	0	0	0	0	0	0	0	0	0	0	73
19:30	0	43	13	0	0	0	0	0	0	0	0	0	0	0	0	56
19:45	1	43	11	0	0	0	0	0	0	0	0	0	0	0	0	55
20:00	0	54	10	0	0	0	0	0	0	0	0	0	0	0	0	64
Hour Total	2	198	48	0	0	0	0	0	0	0	0	0	0	0	0	248
20:15	0	40	15	0	0	0	0	0	0	0	0	0	0	0	0	55
20:30	1	34	12	0	0	0	0	0	0	0	0	0	0	0	0	47
20:45	0	42	9	0	0	0	0	1	0	0	0	0	0	0	0	52
21:00	0	35	8	0	0	0	0	0	0	0	0	0	0	0	0	43
Hour Total	1	151	44	0	0	0	0	1	0	0	0	0	0	0	0	197
21:15	0	29	11	0	0	0	0	0	0	0	0	0	0	0	0	40
21:30	0	35	3	0	0	0	0	0	0	0	0	0	0	0	0	38
21:45	1	24	5	0	0	0	0	0	0	0	0	0	0	0	0	30
22:00	0	19	7	0	1	0	0	0	0	0	0	0	0	0	0	27
Hour Total	1	107	26	0	1	0	0	0	0	0	0	0	0	0	0	135
22:15	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	23
22:30	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
22:45	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	1	55	4	0	0	0	0	0	0	0	0	0	0	0	0	60
23:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
24:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
DAY TOTAL	24	3703	1278	29	45	51	0	14	7	0	0	1	0	0	0	5152
PERCENTS	0.5%	71.9%	24.9%	0.6%	0.9%	0.9%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles		97.1%														
Trucks & Buses																2.8%
AM Times	08:30	08:15	08:15	08:45	08:15	11:15		09:45	00:45			08:00				08:15
AM Peaks	3	439	120	7	4	11		3	1			1				573
PM Times	13:15	17:15	17:00	15:30	15:45	14:30		12:45	12:15							17:00
PM Peaks	4	432	141	6	7	8		2	2							582
GRAND TOTAL	57	3620	85	127	6	15		45	1			0	1	0		14942
PERCENTS	0.4%	72.8%	24.3%	0.6%	0.8%	0.7%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

**APPENDIX B: TURNING MOVEMENT COUNTS**

# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T5-SR A1A and Marlin Ave. AM

Site Code :

Start Date : 12/9/2015

Page No : 1

Groups Printed- Car

Start Time	SR A1A Southbound					SR A1A Northbound				Marlin Ave. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:00 AM	5	65	0	0	70	100	0	0	100	5	13	0	18	188
06:15 AM	0	130	0	0	130	164	0	0	164	6	15	0	21	315
06:30 AM	2	166	1	0	169	231	1	0	232	9	13	0	22	423
06:45 AM	2	240	0	0	242	264	2	0	266	14	23	0	37	545
<b>Total</b>	<b>9</b>	<b>601</b>	<b>1</b>	<b>0</b>	<b>611</b>	<b>759</b>	<b>3</b>	<b>0</b>	<b>762</b>	<b>34</b>	<b>64</b>	<b>0</b>	<b>98</b>	<b>1471</b>
07:00 AM	4	226	2	0	232	414	3	0	417	7	28	0	35	684
07:15 AM	7	296	0	0	303	451	2	0	453	9	26	0	35	791
07:30 AM	10	380	1	0	391	543	4	0	547	9	41	0	50	988
07:45 AM	4	418	1	0	423	571	3	0	574	15	39	0	54	1051
<b>Total</b>	<b>25</b>	<b>1320</b>	<b>4</b>	<b>0</b>	<b>1349</b>	<b>1979</b>	<b>12</b>	<b>0</b>	<b>1991</b>	<b>40</b>	<b>134</b>	<b>0</b>	<b>174</b>	<b>3514</b>
08:00 AM	10	518	1	0	529	553	2	0	555	16	38	0	54	1138
08:15 AM	11	536	4	0	551	574	8	0	582	11	30	0	41	1174
08:30 AM	8	449	1	0	458	564	6	0	570	14	38	0	52	1080
08:45 AM	4	513	2	0	519	557	6	0	563	17	30	0	47	1129
<b>Total</b>	<b>33</b>	<b>2016</b>	<b>8</b>	<b>0</b>	<b>2057</b>	<b>2248</b>	<b>22</b>	<b>0</b>	<b>2270</b>	<b>58</b>	<b>136</b>	<b>0</b>	<b>194</b>	<b>4521</b>
<b>Grand Total</b>	<b>67</b>	<b>3937</b>	<b>13</b>	<b>0</b>	<b>4017</b>	<b>4986</b>	<b>37</b>	<b>0</b>	<b>5023</b>	<b>132</b>	<b>334</b>	<b>0</b>	<b>466</b>	<b>9506</b>
Apprch %	1.7	98	0.3	0	42.3	99.3	0.7	0	52.8	28.3	71.7	0	4.9	
Total %	0.7	41.4	0.1	0	42.3	52.5	0.4	0	52.8	1.4	3.5	0	4.9	

Start Time	SR A1A Southbound				SR A1A Northbound			Marlin Ave. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	10	518	1	529	553	2	555	16	<b>38</b>	<b>54</b>	1138
08:15 AM	<b>11</b>	<b>536</b>	<b>4</b>	<b>551</b>	<b>574</b>	<b>8</b>	<b>582</b>	11	30	41	<b>1174</b>
08:30 AM	8	449	1	458	564	6	570	14	38	52	1080
08:45 AM	4	513	2	519	557	6	563	<b>17</b>	30	47	1129
Total Volume	33	2016	8	2057	2248	22	2270	58	136	194	4521
% App. Total	1.6	98	0.4	42.3	99	1	52.8	29.9	70.1	4.9	
PHF	.750	.940	.500	.933	.979	.688	.975	.853	.895	.898	.963

# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T5-SR A1A and Marlin Ave. AM

Site Code :

Start Date : 12/9/2015

Page No : 1

Groups Printed- Truck

Start Time	SR A1A Southbound					SR A1A Northbound				Marlin Ave. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:00 AM	0	6	0	0	6	1	1	0	2	0	0	0	0	8
06:15 AM	0	5	0	0	5	1	0	0	1	0	0	0	0	6
06:30 AM	0	7	0	0	7	4	0	0	4	0	0	0	0	11
06:45 AM	0	3	0	0	3	3	2	0	5	0	1	0	1	9
<b>Total</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>34</b>
07:00 AM	0	15	0	0	15	3	0	0	3	0	0	0	0	18
07:15 AM	0	10	0	0	10	3	0	0	3	0	0	0	0	13
07:30 AM	0	3	0	0	3	6	0	0	6	0	0	0	0	9
07:45 AM	1	14	0	0	15	3	0	0	3	0	0	0	0	18
<b>Total</b>	<b>1</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>
08:00 AM	0	19	0	0	19	5	0	0	5	2	1	0	3	27
08:15 AM	0	10	0	0	10	4	0	0	4	0	0	0	0	14
08:30 AM	0	14	0	0	14	4	1	0	5	0	0	0	0	19
08:45 AM	0	10	0	0	10	6	0	0	6	0	0	0	0	16
<b>Total</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>76</b>
<b>Grand Total</b>	<b>1</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>117</b>	<b>43</b>	<b>4</b>	<b>0</b>	<b>47</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>168</b>
Apprch %	0.9	99.1	0	0	69.6	91.5	8.5	0	25.6	50	50	0	2.4	
Total %	0.6	69	0	0		25.6	2.4	0		1.2	1.2	0		

Start Time	SR A1A Southbound				SR A1A Northbound			Marlin Ave. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:45 AM											
07:45 AM	1	14	0	15	3	0	3	0	0	0	18
08:00 AM	0	19	0	19	5	0	5	2	1	3	27
08:15 AM	0	10	0	10	4	0	4	0	0	0	14
08:30 AM	0	14	0	14	4	1	5	0	0	0	19
<b>Total Volume</b>	<b>1</b>	<b>57</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>1</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>78</b>
% App. Total	1.7	98.3	0		94.1	5.9		66.7	33.3		
PHF	.250	.750	.000	.763	.800	.250	.850	.250	.250	.250	.722

# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T5-SR A1A and Marlin Ave. AM

Site Code :

Start Date : 12/9/2015

Page No : 1

Groups Printed- Combined

Start Time	SR A1A Southbound					SR A1A Northbound				Marlin Ave. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:00 AM	5	71	0	0	76	101	1	0	102	5	13	0	18	196
06:15 AM	0	135	0	0	135	165	0	0	165	6	15	0	21	321
06:30 AM	2	173	1	0	176	235	1	0	236	9	13	0	22	434
06:45 AM	2	243	0	0	245	267	4	0	271	14	24	0	38	554
<b>Total</b>	<b>9</b>	<b>622</b>	<b>1</b>	<b>0</b>	<b>632</b>	<b>768</b>	<b>6</b>	<b>0</b>	<b>774</b>	<b>34</b>	<b>65</b>	<b>0</b>	<b>99</b>	<b>1505</b>
07:00 AM	4	241	2	0	247	417	3	0	420	7	28	0	35	702
07:15 AM	7	306	0	0	313	454	2	0	456	9	26	0	35	804
07:30 AM	10	383	1	0	394	549	4	0	553	9	41	0	50	997
07:45 AM	5	432	1	0	438	574	3	0	577	15	39	0	54	1069
<b>Total</b>	<b>26</b>	<b>1362</b>	<b>4</b>	<b>0</b>	<b>1392</b>	<b>1994</b>	<b>12</b>	<b>0</b>	<b>2006</b>	<b>40</b>	<b>134</b>	<b>0</b>	<b>174</b>	<b>3572</b>
08:00 AM	10	537	1	0	548	558	2	0	560	18	39	0	57	1165
08:15 AM	11	546	4	0	561	578	8	0	586	11	30	0	41	1188
08:30 AM	8	463	1	0	472	568	7	0	575	14	38	0	52	1099
08:45 AM	4	523	2	0	529	563	6	0	569	17	30	0	47	1145
<b>Total</b>	<b>33</b>	<b>2069</b>	<b>8</b>	<b>0</b>	<b>2110</b>	<b>2267</b>	<b>23</b>	<b>0</b>	<b>2290</b>	<b>60</b>	<b>137</b>	<b>0</b>	<b>197</b>	<b>4597</b>
<b>Grand Total</b>	<b>68</b>	<b>4053</b>	<b>13</b>	<b>0</b>	<b>4134</b>	<b>5029</b>	<b>41</b>	<b>0</b>	<b>5070</b>	<b>134</b>	<b>336</b>	<b>0</b>	<b>470</b>	<b>9674</b>
Apprch %	1.6	98	0.3	0	42.7	99.2	0.8	0	52.4	28.5	71.5	0	4.9	
Total %	0.7	41.9	0.1	0	42.7	52	0.4	0	52.4	1.4	3.5	0	4.9	

Start Time	SR A1A Southbound				SR A1A Northbound			Marlin Ave. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	10	537	1	548	558	2	560	<b>18</b>	<b>39</b>	<b>57</b>	1165
08:15 AM	<b>11</b>	<b>546</b>	<b>4</b>	<b>561</b>	<b>578</b>	<b>8</b>	<b>586</b>	11	30	41	<b>1188</b>
08:30 AM	8	463	1	472	568	7	575	14	38	52	1099
08:45 AM	4	523	2	529	563	6	569	17	30	47	1145
Total Volume	33	2069	8	2110	2267	23	2290	60	137	197	4597
% App. Total	1.6	98.1	0.4		99	1		30.5	69.5		
PHF	.750	.947	.500	.940	.981	.719	.977	.833	.878	.864	.967

# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T5-SR A1A and Marlin Ave. PM

Site Code :

Start Date : 12/9/2015

Page No : 1

Groups Printed- Car

Start Time	SR A1A Southbound					SR A1A Northbound				Marlin Ave. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	34	500	3	0	537	434	6	0	440	11	23	1	35	1012
04:15 PM	29	533	6	0	568	433	12	0	445	8	36	2	46	1059
04:30 PM	32	589	1	0	622	473	7	0	480	11	26	1	38	1140
04:45 PM	29	571	0	0	600	468	18	0	486	10	27	2	39	1125
<b>Total</b>	124	2193	10	0	2327	1808	43	0	1851	40	112	6	158	4336
05:00 PM	35	582	4	0	621	503	16	0	519	11	21	3	35	1175
05:15 PM	35	556	2	0	593	517	13	0	530	11	33	1	45	1168
05:30 PM	32	551	0	0	583	489	11	0	500	2	42	0	44	1127
05:45 PM	32	549	1	0	582	441	11	0	452	12	23	0	35	1069
<b>Total</b>	134	2238	7	0	2379	1950	51	0	2001	36	119	4	159	4539
06:00 PM	34	533	1	0	568	452	13	0	465	7	29	1	37	1070
06:15 PM	39	503	2	0	544	466	9	0	475	12	36	2	50	1069
06:30 PM	26	398	1	0	425	313	6	0	319	5	28	0	33	777
06:45 PM	25	446	0	0	471	288	6	0	294	5	16	0	21	786
<b>Total</b>	124	1880	4	0	2008	1519	34	0	1553	29	109	3	141	3702
<b>Grand Total</b>	382	6311	21	0	6714	5277	128	0	5405	105	340	13	458	12577
Apprch %	5.7	94	0.3	0		97.6	2.4	0		22.9	74.2	2.8		
Total %	3	50.2	0.2	0	53.4	42	1	0	43	0.8	2.7	0.1	3.6	

Start Time	SR A1A Southbound				SR A1A Northbound			Marlin Ave. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:30 PM											
04:30 PM	32	<b>589</b>	1	<b>622</b>	473	7	480	<b>11</b>	26	37	1139
04:45 PM	29	571	0	600	468	<b>18</b>	486	10	27	37	1123
05:00 PM	<b>35</b>	582	<b>4</b>	621	503	16	519	11	21	32	<b>1172</b>
05:15 PM	35	556	2	593	<b>517</b>	13	<b>530</b>	11	<b>33</b>	<b>44</b>	1167
Total Volume	131	2298	7	2436	1961	54	2015	43	107	150	4601
% App. Total	5.4	94.3	0.3		97.3	2.7		28.7	71.3		
PHF	.936	.975	.438	.979	.948	.750	.950	.977	.811	.852	.981



# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T5-SR A1A and Marlin Ave. PM

Site Code :

Start Date : 12/9/2015

Page No : 1

Groups Printed- Truck

Start Time	SR A1A Southbound					SR A1A Northbound				Marlin Ave. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	0	6	0	0	6	10	0	0	10	0	0	0	0	16
04:15 PM	0	4	0	0	4	6	0	0	6	0	0	0	0	10
04:30 PM	0	0	0	0	0	6	0	0	6	0	1	0	1	7
04:45 PM	0	2	0	0	2	10	0	0	10	0	1	0	1	13
<b>Total</b>	0	12	0	0	12	32	0	0	32	0	2	0	2	46
05:00 PM	0	0	0	0	0	7	0	0	7	0	0	0	0	7
05:15 PM	0	2	0	0	2	7	0	0	7	0	0	0	0	9
05:30 PM	1	5	0	0	6	3	0	0	3	0	0	0	0	9
05:45 PM	0	2	0	0	2	3	2	0	5	0	0	0	0	7
<b>Total</b>	1	9	0	0	10	20	2	0	22	0	0	0	0	32
06:00 PM	0	4	0	0	4	3	0	0	3	0	2	0	2	9
06:15 PM	0	1	0	0	1	3	0	0	3	0	0	0	0	4
06:30 PM	0	0	0	0	0	3	0	0	3	0	1	0	1	4
06:45 PM	0	1	0	0	1	2	0	0	2	0	0	0	0	3
<b>Total</b>	0	6	0	0	6	11	0	0	11	0	3	0	3	20
<b>Grand Total</b>	1	27	0	0	28	63	2	0	65	0	5	0	5	98
Apprch %	3.6	96.4	0	0		96.9	3.1	0		0	100	0		
Total %	1	27.6	0	0	28.6	64.3	2	0	66.3	0	5.1	0	5.1	

Start Time	SR A1A Southbound				SR A1A Northbound			Marlin Ave. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	0	6	0	6	10	0	10	0	0	0	16
04:15 PM	0	4	0	4	6	0	6	0	0	0	10
04:30 PM	0	0	0	0	6	0	6	0	1	1	7
04:45 PM	0	2	0	2	10	0	10	0	1	1	13
Total Volume	0	12	0	12	32	0	32	0	2	2	46
% App. Total	0	100	0		100	0		0	100		
PHF	.000	.500	.000	.500	.800	.000	.800	.000	.500	.500	.719

# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T5-SR A1A and Marlin Ave. PM

Site Code :

Start Date : 12/9/2015

Page No : 1

Groups Printed- Combined

Start Time	SR A1A Southbound					SR A1A Northbound				Marlin Ave. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	34	506	3	0	543	444	6	0	450	11	23	1	35	1028
04:15 PM	29	537	6	0	572	439	12	0	451	8	36	2	46	1069
04:30 PM	32	589	1	0	622	479	7	0	486	11	27	1	39	1147
04:45 PM	29	573	0	0	602	478	18	0	496	10	28	2	40	1138
<b>Total</b>	124	2205	10	0	2339	1840	43	0	1883	40	114	6	160	4382
05:00 PM	35	582	4	0	621	510	16	0	526	11	21	3	35	1182
05:15 PM	35	558	2	0	595	524	13	0	537	11	33	1	45	1177
05:30 PM	33	556	0	0	589	492	11	0	503	2	42	0	44	1136
05:45 PM	32	551	1	0	584	444	13	0	457	12	23	0	35	1076
<b>Total</b>	135	2247	7	0	2389	1970	53	0	2023	36	119	4	159	4571
06:00 PM	34	537	1	0	572	455	13	0	468	7	31	1	39	1079
06:15 PM	39	504	2	0	545	469	9	0	478	12	36	2	50	1073
06:30 PM	26	398	1	0	425	316	6	0	322	5	29	0	34	781
06:45 PM	25	447	0	0	472	290	6	0	296	5	16	0	21	789
<b>Total</b>	124	1886	4	0	2014	1530	34	0	1564	29	112	3	144	3722
<b>Grand Total</b>	383	6338	21	0	6742	5340	130	0	5470	105	345	13	463	12675
Apprch %	5.7	94	0.3	0		97.6	2.4	0		22.7	74.5	2.8		
Total %	3	50	0.2	0	53.2	42.1	1	0	43.2	0.8	2.7	0.1	3.7	

Start Time	SR A1A Southbound				SR A1A Northbound			Marlin Ave. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:30 PM											
04:30 PM	32	<b>589</b>	1	<b>622</b>	479	7	486	<b>11</b>	27	38	1146
04:45 PM	29	573	0	602	478	<b>18</b>	496	10	28	38	1136
05:00 PM	<b>35</b>	582	<b>4</b>	621	510	16	526	11	21	32	<b>1179</b>
05:15 PM	35	558	2	595	<b>524</b>	13	<b>537</b>	11	<b>33</b>	<b>44</b>	1176
Total Volume	131	2302	7	2440	1991	54	2045	43	109	152	4637
% App. Total	5.4	94.3	0.3		97.4	2.6		28.3	71.7		
PHF	.936	.977	.438	.981	.950	.750	.952	.977	.826	.864	.983

# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T6 SR A1A & Dolphin Blvd. AM

Site Code :

Start Date : 12/8/2015

Page No : 1

Groups Printed- Car

Start Time	SR A1A Southbound					SR A1A Northbound				Dolphin Blvd. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:00 AM	0	62	0	0	62	114	1	0	115	1	2	0	3	180
06:15 AM	1	99	0	0	100	150	1	0	151	1	5	0	6	257
06:30 AM	0	182	0	0	182	222	1	0	223	4	7	0	11	416
06:45 AM	0	254	0	0	254	295	4	0	299	9	2	1	12	565
<b>Total</b>	<b>1</b>	<b>597</b>	<b>0</b>	<b>0</b>	<b>598</b>	<b>781</b>	<b>7</b>	<b>0</b>	<b>788</b>	<b>15</b>	<b>16</b>	<b>1</b>	<b>32</b>	<b>1418</b>
07:00 AM	2	212	0	0	214	373	1	0	374	13	8	0	21	609
07:15 AM	2	323	0	0	325	477	2	0	479	12	10	1	23	827
07:30 AM	3	366	0	0	369	543	0	0	543	14	10	1	25	937
07:45 AM	3	489	0	0	492	492	2	0	494	14	8	0	22	1008
<b>Total</b>	<b>10</b>	<b>1390</b>	<b>0</b>	<b>0</b>	<b>1400</b>	<b>1885</b>	<b>5</b>	<b>0</b>	<b>1890</b>	<b>53</b>	<b>36</b>	<b>2</b>	<b>91</b>	<b>3381</b>
08:00 AM	1	427	0	0	428	423	6	0	429	22	5	0	27	884
08:15 AM	3	425	0	0	428	457	7	0	464	15	7	2	24	916
08:30 AM	3	414	0	0	417	481	2	0	483	10	12	1	23	923
08:45 AM	1	426	0	0	427	535	0	0	535	7	6	0	13	975
<b>Total</b>	<b>8</b>	<b>1692</b>	<b>0</b>	<b>0</b>	<b>1700</b>	<b>1896</b>	<b>15</b>	<b>0</b>	<b>1911</b>	<b>54</b>	<b>30</b>	<b>3</b>	<b>87</b>	<b>3698</b>
<b>Grand Total</b>	<b>19</b>	<b>3679</b>	<b>0</b>	<b>0</b>	<b>3698</b>	<b>4562</b>	<b>27</b>	<b>0</b>	<b>4589</b>	<b>122</b>	<b>82</b>	<b>6</b>	<b>210</b>	<b>8497</b>
Apprch %	0.5	99.5	0	0		99.4	0.6	0		58.1	39	2.9		
Total %	0.2	43.3	0	0	43.5	53.7	0.3	0	54	1.4	1	0.1	2.5	

Start Time	SR A1A Southbound				SR A1A Northbound			Dolphin Blvd. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	<b>3</b>	366	0	369	<b>543</b>	0	<b>543</b>	14	<b>10</b>	24	936
07:45 AM	3	<b>489</b>	0	<b>492</b>	492	2	494	14	8	22	<b>1008</b>
08:00 AM	1	427	0	428	423	6	429	<b>22</b>	5	<b>27</b>	884
08:15 AM	3	425	0	428	457	<b>7</b>	464	15	7	22	914
Total Volume	10	1707	0	1717	1915	15	1930	65	30	95	3742
% App. Total	0.6	99.4	0		99.2	0.8		68.4	31.6		
PHF	.833	.873	.000	.872	.882	.536	.889	.739	.750	.880	.928

# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T6 SR A1A & Dolphin Blvd. AM

Site Code :

Start Date : 12/8/2015

Page No : 1

Groups Printed- Truck

Start Time	SR A1A Southbound					SR A1A Northbound				Dolphin Blvd. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	0	1	1	0	0	1	0	0	0	0	2
06:30 AM	0	3	0	0	3	3	0	0	3	0	0	0	0	6
06:45 AM	0	6	0	0	6	3	0	0	3	0	0	0	0	9
<b>Total</b>	0	10	0	0	10	7	0	0	7	0	0	0	0	17
07:00 AM	0	11	0	0	11	1	0	0	1	1	0	0	1	13
07:15 AM	0	6	0	0	6	1	0	0	1	0	0	0	0	7
07:30 AM	1	13	0	0	14	9	0	0	9	0	0	0	0	23
07:45 AM	0	9	0	0	9	12	0	0	12	0	0	0	0	21
<b>Total</b>	1	39	0	0	40	23	0	0	23	1	0	0	1	64
08:00 AM	0	13	0	0	13	7	0	0	7	0	0	0	0	20
08:15 AM	0	6	0	0	6	8	0	0	8	0	0	0	0	14
08:30 AM	1	11	0	0	12	2	0	0	2	0	0	0	0	14
08:45 AM	0	8	0	0	8	8	0	0	8	1	0	0	1	17
<b>Total</b>	1	38	0	0	39	25	0	0	25	1	0	0	1	65
<b>Grand Total</b>	2	87	0	0	89	55	0	0	55	2	0	0	2	146
Apprch %	2.2	97.8	0	0		100	0	0		100	0	0		
Total %	1.4	59.6	0	0	61	37.7	0	0	37.7	1.4	0	0	1.4	

Start Time	SR A1A Southbound				SR A1A Northbound			Dolphin Blvd. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	1	13	0	14	9	0	9	0	0	0	23
07:45 AM	0	9	0	9	12	0	12	0	0	0	21
08:00 AM	0	13	0	13	7	0	7	0	0	0	20
08:15 AM	0	6	0	6	8	0	8	0	0	0	14
Total Volume	1	41	0	42	36	0	36	0	0	0	78
% App. Total	2.4	97.6	0		100	0		0	0		
PHF	.250	.788	.000	.750	.750	.000	.750	.000	.000	.000	.848

**Peggy Malone & Associates, Inc.**  
(904) 992-8072

File Name : T6 SR A1A & Dolphin Blvd. AM  
Site Code :  
Start Date : 12/8/2015  
Page No : 1

Groups Printed- Combined

Start Time	SR A1A Southbound					SR A1A Northbound				Dolphin Blvd. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:00 AM	0	62	0	0	62	114	1	0	115	1	2	0	3	180
06:15 AM	1	100	0	0	101	151	1	0	152	1	5	0	6	259
06:30 AM	0	185	0	0	185	225	1	0	226	4	7	0	11	422
06:45 AM	0	260	0	0	260	298	4	0	302	9	2	1	12	574
<b>Total</b>	<b>1</b>	<b>607</b>	<b>0</b>	<b>0</b>	<b>608</b>	<b>788</b>	<b>7</b>	<b>0</b>	<b>795</b>	<b>15</b>	<b>16</b>	<b>1</b>	<b>32</b>	<b>1435</b>
07:00 AM	2	223	0	0	225	374	1	0	375	14	8	0	22	622
07:15 AM	2	329	0	0	331	478	2	0	480	12	10	1	23	834
07:30 AM	4	379	0	0	383	552	0	0	552	14	10	1	25	960
07:45 AM	3	498	0	0	501	504	2	0	506	14	8	0	22	1029
<b>Total</b>	<b>11</b>	<b>1429</b>	<b>0</b>	<b>0</b>	<b>1440</b>	<b>1908</b>	<b>5</b>	<b>0</b>	<b>1913</b>	<b>54</b>	<b>36</b>	<b>2</b>	<b>92</b>	<b>3445</b>
08:00 AM	1	440	0	0	441	430	6	0	436	22	5	0	27	904
08:15 AM	3	431	0	0	434	465	7	0	472	15	7	2	24	930
08:30 AM	4	425	0	0	429	483	2	0	485	10	12	1	23	937
08:45 AM	1	434	0	0	435	543	0	0	543	8	6	0	14	992
<b>Total</b>	<b>9</b>	<b>1730</b>	<b>0</b>	<b>0</b>	<b>1739</b>	<b>1921</b>	<b>15</b>	<b>0</b>	<b>1936</b>	<b>55</b>	<b>30</b>	<b>3</b>	<b>88</b>	<b>3763</b>
<b>Grand Total</b>	<b>21</b>	<b>3766</b>	<b>0</b>	<b>0</b>	<b>3787</b>	<b>4617</b>	<b>27</b>	<b>0</b>	<b>4644</b>	<b>124</b>	<b>82</b>	<b>6</b>	<b>212</b>	<b>8643</b>
Apprch %	0.6	99.4	0	0	43.8	53.4	0.6	0	53.7	58.5	38.7	2.8	2.5	
Total %	0.2	43.6	0	0			0.3	0		1.4	0.9	0.1		

Start Time	SR A1A Southbound				SR A1A Northbound			Dolphin Blvd. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	4	379	0	383	552	0	552	14	10	24	959
07:45 AM	3	498	0	501	504	2	506	14	8	22	1029
08:00 AM	1	440	0	441	430	6	436	22	5	27	904
08:15 AM	3	431	0	434	465	7	472	15	7	22	928
Total Volume	11	1748	0	1759	1951	15	1966	65	30	95	3820
% App. Total	0.6	99.4	0		99.2	0.8		68.4	31.6		
PHF	.688	.878	.000	.878	.884	.536	.890	.739	.750	.880	.928

# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T6 SR A1A & Dolphin Blvd. PM

Site Code :

Start Date : 12/8/2015

Page No : 1

Groups Printed- Car

Start Time	SR A1A Southbound					SR A1A Northbound				Dolphin Blvd. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	6	524	0	0	530	431	15	0	446	4	3	0	7	983
04:15 PM	21	561	0	0	582	463	15	0	478	7	5	1	13	1073
04:30 PM	11	551	0	0	562	491	6	0	497	8	1	0	9	1068
04:45 PM	7	528	0	0	535	463	7	0	470	2	3	0	5	1010
<b>Total</b>	<b>45</b>	<b>2164</b>	<b>0</b>	<b>0</b>	<b>2209</b>	<b>1848</b>	<b>43</b>	<b>0</b>	<b>1891</b>	<b>21</b>	<b>12</b>	<b>1</b>	<b>34</b>	<b>4134</b>
05:00 PM	8	564	0	0	572	522	2	0	524	12	3	3	18	1114
05:15 PM	6	579	1	0	586	551	6	0	557	8	7	0	15	1158
05:30 PM	9	524	0	0	533	567	12	0	579	3	2	0	5	1117
05:45 PM	10	519	0	0	529	517	9	0	526	11	6	0	17	1072
<b>Total</b>	<b>33</b>	<b>2186</b>	<b>1</b>	<b>0</b>	<b>2220</b>	<b>2157</b>	<b>29</b>	<b>0</b>	<b>2186</b>	<b>34</b>	<b>18</b>	<b>3</b>	<b>55</b>	<b>4461</b>
06:00 PM	8	548	0	0	556	453	8	0	461	4	4	0	8	1025
06:15 PM	9	551	1	0	561	358	6	0	364	12	1	2	15	940
06:30 PM	17	546	1	0	564	291	6	0	297	8	3	0	11	872
06:45 PM	10	386	2	0	398	260	8	0	268	12	3	0	15	681
<b>Total</b>	<b>44</b>	<b>2031</b>	<b>4</b>	<b>0</b>	<b>2079</b>	<b>1362</b>	<b>28</b>	<b>0</b>	<b>1390</b>	<b>36</b>	<b>11</b>	<b>2</b>	<b>49</b>	<b>3518</b>
<b>Grand Total</b>	<b>122</b>	<b>6381</b>	<b>5</b>	<b>0</b>	<b>6508</b>	<b>5367</b>	<b>100</b>	<b>0</b>	<b>5467</b>	<b>91</b>	<b>41</b>	<b>6</b>	<b>138</b>	<b>12113</b>
Apprch %	1.9	98	0.1	0		98.2	1.8	0		65.9	29.7	4.3		
Total %	1	52.7	0	0	53.7	44.3	0.8	0	45.1	0.8	0.3	0	1.1	

Start Time	SR A1A Southbound				SR A1A Northbound			Dolphin Blvd. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM											
05:00 PM	8	564	0	572	522	2	524	<b>12</b>	3	15	1111
05:15 PM	6	<b>579</b>	<b>1</b>	<b>586</b>	551	6	557	8	<b>7</b>	15	<b>1158</b>
05:30 PM	9	524	0	533	<b>567</b>	<b>12</b>	<b>579</b>	3	2	5	1117
05:45 PM	<b>10</b>	519	0	529	517	9	526	11	6	<b>17</b>	1072
Total Volume	33	2186	1	2220	2157	29	2186	34	18	52	4458
% App. Total	1.5	98.5	0		98.7	1.3		65.4	34.6		
PHF	.825	.944	.250	.947	.951	.604	.944	.708	.643	.765	.962

# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T6 SR A1A & Dolphin Blvd. PM

Site Code :

Start Date : 12/8/2015

Page No : 1

Groups Printed- Truck

Start Time	SR A1A Southbound					SR A1A Northbound				Dolphin Blvd. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	0	3	0	0	3	11	0	0	11	0	0	0	0	14
04:15 PM	0	4	0	0	4	13	1	0	14	0	0	0	0	18
04:30 PM	0	2	0	0	2	8	0	0	8	1	0	0	1	11
04:45 PM	0	3	0	0	3	6	0	0	6	0	0	0	0	9
<b>Total</b>	0	12	0	0	12	38	1	0	39	1	0	0	1	52
05:00 PM	0	3	0	0	3	7	0	0	7	0	0	0	0	10
05:15 PM	0	1	0	0	1	6	0	0	6	0	0	0	0	7
05:30 PM	0	2	0	0	2	2	0	0	2	0	0	0	0	4
05:45 PM	1	1	0	0	2	1	0	0	1	0	0	0	0	3
<b>Total</b>	1	7	0	0	8	16	0	0	16	0	0	0	0	24
06:00 PM	0	1	0	0	1	4	0	0	4	0	0	0	0	5
06:15 PM	0	2	0	0	2	2	0	0	2	0	0	0	0	4
06:30 PM	0	3	0	0	3	3	0	0	3	0	0	0	0	6
06:45 PM	1	1	0	0	2	1	0	0	1	0	0	0	0	3
<b>Total</b>	1	7	0	0	8	10	0	0	10	0	0	0	0	18
<b>Grand Total</b>	2	26	0	0	28	64	1	0	65	1	0	0	1	94
Apprch %	7.1	92.9	0	0		98.5	1.5	0		100	0	0		
Total %	2.1	27.7	0	0	29.8	68.1	1.1	0	69.1	1.1	0	0	1.1	

Start Time	SR A1A Southbound				SR A1A Northbound			Dolphin Blvd. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	0	3	0	3	11	0	11	0	0	0	14
04:15 PM	0	4	0	4	13	1	14	0	0	0	18
04:30 PM	0	2	0	2	8	0	8	1	0	1	11
04:45 PM	0	3	0	3	6	0	6	0	0	0	9
Total Volume	0	12	0	12	38	1	39	1	0	1	52
% App. Total	0	100	0		97.4	2.6		100	0		
PHF	.000	.750	.000	.750	.731	.250	.696	.250	.000	.250	.722



**Peggy Malone & Associates, Inc.**  
(904) 992-8072

File Name : T6 SR A1A & Dolphin Blvd. PM  
Site Code :  
Start Date : 12/8/2015  
Page No : 1

Groups Printed- Combined

Start Time	SR A1A Southbound					SR A1A Northbound				Dolphin Blvd. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	6	527	0	0	533	442	15	0	457	4	3	0	7	997
04:15 PM	21	565	0	0	586	476	16	0	492	7	5	1	13	1091
04:30 PM	11	553	0	0	564	499	6	0	505	9	1	0	10	1079
04:45 PM	7	531	0	0	538	469	7	0	476	2	3	0	5	1019
<b>Total</b>	<b>45</b>	<b>2176</b>	<b>0</b>	<b>0</b>	<b>2221</b>	<b>1886</b>	<b>44</b>	<b>0</b>	<b>1930</b>	<b>22</b>	<b>12</b>	<b>1</b>	<b>35</b>	<b>4186</b>
05:00 PM	8	567	0	0	575	529	2	0	531	12	3	3	18	1124
05:15 PM	6	580	1	0	587	557	6	0	563	8	7	0	15	1165
05:30 PM	9	526	0	0	535	569	12	0	581	3	2	0	5	1121
05:45 PM	11	520	0	0	531	518	9	0	527	11	6	0	17	1075
<b>Total</b>	<b>34</b>	<b>2193</b>	<b>1</b>	<b>0</b>	<b>2228</b>	<b>2173</b>	<b>29</b>	<b>0</b>	<b>2202</b>	<b>34</b>	<b>18</b>	<b>3</b>	<b>55</b>	<b>4485</b>
06:00 PM	8	549	0	0	557	457	8	0	465	4	4	0	8	1030
06:15 PM	9	553	1	0	563	360	6	0	366	12	1	2	15	944
06:30 PM	17	549	1	0	567	294	6	0	300	8	3	0	11	878
06:45 PM	11	387	2	0	400	261	8	0	269	12	3	0	15	684
<b>Total</b>	<b>45</b>	<b>2038</b>	<b>4</b>	<b>0</b>	<b>2087</b>	<b>1372</b>	<b>28</b>	<b>0</b>	<b>1400</b>	<b>36</b>	<b>11</b>	<b>2</b>	<b>49</b>	<b>3536</b>
<b>Grand Total</b>	<b>124</b>	<b>6407</b>	<b>5</b>	<b>0</b>	<b>6536</b>	<b>5431</b>	<b>101</b>	<b>0</b>	<b>5532</b>	<b>92</b>	<b>41</b>	<b>6</b>	<b>139</b>	<b>12207</b>
Apprch %	1.9	98	0.1	0		98.2	1.8	0		66.2	29.5	4.3		
Total %	1	52.5	0	0	53.5	44.5	0.8	0	45.3	0.8	0.3	0	1.1	

Start Time	SR A1A Southbound				SR A1A Northbound				Dolphin Blvd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total			
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	8	567	0	575	529	2	531	<b>12</b>	3	15		1121	
05:15 PM	6	<b>580</b>	<b>1</b>	<b>587</b>	557	6	563	8	<b>7</b>	15		<b>1165</b>	
05:30 PM	9	526	0	535	<b>569</b>	<b>12</b>	<b>581</b>	3	2	5		1121	
05:45 PM	<b>11</b>	520	0	531	518	9	527	11	6	<b>17</b>		1075	
Total Volume	34	2193	1	2228	2173	29	2202	34	18	52		4482	
% App. Total	1.5	98.4	0		98.7	1.3		65.4	34.6				
PHF	.773	.945	.250	.949	.955	.604	.948	.708	.643	.765		.962	

# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T7-SR A1A and Solana Rd. AM

Site Code :

Start Date : 12/9/2015

Page No : 1

Groups Printed- Car

Start Time	SR A1A Southbound					Solana Rd. Westbound					SR A1A Northbound					Solana Rd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	14	50	2	0	66	3	0	4	0	7	0	67	1	0	68	0	1	39	0	40	181
06:15 AM	27	88	2	0	117	15	0	2	0	17	4	107	1	0	112	3	2	42	0	47	293
06:30 AM	14	149	7	0	170	14	2	2	0	18	3	161	2	0	166	6	4	69	0	79	433
06:45 AM	37	201	9	0	247	9	2	4	0	15	7	165	4	0	176	6	5	88	0	99	537
<b>Total</b>	<b>92</b>	<b>488</b>	<b>20</b>	<b>0</b>	<b>600</b>	<b>41</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>500</b>	<b>8</b>	<b>0</b>	<b>522</b>	<b>15</b>	<b>12</b>	<b>238</b>	<b>0</b>	<b>265</b>	<b>1444</b>
07:00 AM	49	176	10	0	235	24	5	10	0	39	8	280	4	0	292	3	8	117	0	128	694
07:15 AM	69	217	13	0	299	28	11	11	0	50	7	300	4	0	311	9	6	120	0	135	795
07:30 AM	81	297	15	0	393	45	8	7	0	60	4	366	4	0	374	11	8	148	0	167	994
07:45 AM	74	338	13	0	425	47	8	20	0	75	9	371	10	0	390	17	15	154	0	186	1076
<b>Total</b>	<b>273</b>	<b>1028</b>	<b>51</b>	<b>0</b>	<b>1352</b>	<b>144</b>	<b>32</b>	<b>48</b>	<b>0</b>	<b>224</b>	<b>28</b>	<b>1317</b>	<b>22</b>	<b>0</b>	<b>1367</b>	<b>40</b>	<b>37</b>	<b>539</b>	<b>0</b>	<b>616</b>	<b>3559</b>
08:00 AM	109	383	19	0	511	30	8	24	0	62	14	374	15	0	403	21	23	147	0	191	1167
08:15 AM	125	384	28	0	537	41	7	27	0	75	15	390	14	0	419	16	17	147	0	180	1211
08:30 AM	102	359	33	1	495	67	19	25	0	111	18	357	18	0	393	22	37	143	0	202	1201
08:45 AM	125	374	29	2	530	50	11	23	5	89	8	390	10	0	408	21	21	144	0	186	1213
<b>Total</b>	<b>461</b>	<b>1500</b>	<b>109</b>	<b>3</b>	<b>2073</b>	<b>188</b>	<b>45</b>	<b>99</b>	<b>5</b>	<b>337</b>	<b>55</b>	<b>1511</b>	<b>57</b>	<b>0</b>	<b>1623</b>	<b>80</b>	<b>98</b>	<b>581</b>	<b>0</b>	<b>759</b>	<b>4792</b>
<b>Grand Total</b>	<b>826</b>	<b>3016</b>	<b>180</b>	<b>3</b>	<b>4025</b>	<b>373</b>	<b>81</b>	<b>159</b>	<b>5</b>	<b>618</b>	<b>97</b>	<b>3328</b>	<b>87</b>	<b>0</b>	<b>3512</b>	<b>135</b>	<b>147</b>	<b>1358</b>	<b>0</b>	<b>1640</b>	<b>9795</b>
Apprch %	20.5	74.9	4.5	0.1		60.4	13.1	25.7	0.8		2.8	94.8	2.5	0		8.2	9	82.8	0		
Total %	8.4	30.8	1.8	0	41.1	3.8	0.8	1.6	0.1	6.3	1	34	0.9	0	35.9	1.4	1.5	13.9	0	16.7	

Start Time	SR A1A Southbound				Solana Rd. Westbound				SR A1A Northbound				Solana Rd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	109	383	19	511	30	8	24	62	14	374	15	403	21	23	<b>147</b>	191	1167
08:15 AM	<b>125</b>	<b>384</b>	28	<b>537</b>	41	7	<b>27</b>	75	15	<b>390</b>	14	<b>419</b>	16	17	147	180	<b>1211</b>
08:30 AM	102	359	<b>33</b>	494	<b>67</b>	<b>19</b>	25	<b>111</b>	<b>18</b>	357	<b>18</b>	393	<b>22</b>	<b>37</b>	143	<b>202</b>	1200
08:45 AM	125	374	29	528	50	11	23	84	8	390	10	408	21	21	144	186	1206
Total Volume	461	1500	109	2070	188	45	99	332	55	1511	57	1623	80	98	581	759	4784
% App. Total	22.3	72.5	5.3		56.6	13.6	29.8		3.4	93.1	3.5		10.5	12.9	76.5		
PHF	.922	.977	.826	.964	.701	.592	.917	.748	.764	.969	.792	.968	.909	.662	.988	.939	.988

# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T7-SR A1A and Solana Rd. AM

Site Code :

Start Date : 12/9/2015

Page No : 1

Groups Printed- Truck

Start Time	SR A1A Southbound					Solana Rd. Westbound					SR A1A Northbound					Solana Rd. Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	5
06:15 AM	1	5	1	0	7	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	10
06:30 AM	1	5	0	0	6	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	9
06:45 AM	1	3	1	0	5	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	0	13
<b>Total</b>	<b>3</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>37</b>
07:00 AM	1	11	0	0	12	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	17
07:15 AM	1	9	0	0	10	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	14
07:30 AM	0	4	1	0	5	0	0	0	0	0	1	4	1	0	6	1	0	0	0	1	1	12
07:45 AM	1	7	0	0	8	1	0	1	0	2	0	3	3	0	6	0	1	0	0	1	1	17
<b>Total</b>	<b>3</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>60</b>
08:00 AM	4	16	0	0	20	0	0	1	0	1	1	4	0	0	5	1	1	1	0	3	0	29
08:15 AM	3	6	0	0	9	0	0	1	0	1	0	2	1	0	3	1	2	1	0	4	0	17
08:30 AM	3	13	0	0	16	0	1	0	0	1	2	3	0	0	5	1	0	2	0	3	0	25
08:45 AM	1	6	1	0	8	1	2	1	0	4	0	6	1	0	7	0	0	1	0	1	0	20
<b>Total</b>	<b>11</b>	<b>41</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>91</b>
<b>Grand Total</b>	<b>17</b>	<b>88</b>	<b>4</b>	<b>0</b>	<b>109</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>39</b>	<b>7</b>	<b>0</b>	<b>52</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>188</b>
Apprch %	15.6	80.7	3.7	0		30.8	38.5	30.8	0		11.5	75	13.5	0		28.6	28.6	42.9	0		0	
Total %	9	46.8	2.1	0	58	2.1	2.7	2.1	0	6.9	3.2	20.7	3.7	0	27.7	2.1	2.1	3.2	0	7.4		

Start Time	SR A1A Southbound				Solana Rd. Westbound				SR A1A Northbound				Solana Rd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	4	16	0	20	0	0	1	1	1	4	0	5	1	1	1	3	29
08:15 AM	3	6	0	9	0	0	1	1	0	2	1	3	1	2	1	4	17
08:30 AM	3	13	0	16	0	1	0	1	2	3	0	5	1	0	2	3	25
08:45 AM	1	6	1	8	1	2	1	4	0	6	1	7	0	0	1	1	20
Total Volume	11	41	1	53	1	3	3	7	3	15	2	20	3	3	5	11	91
% App. Total	20.8	77.4	1.9		14.3	42.9	42.9		15	75	10		27.3	27.3	45.5		
PHF	.688	.641	.250	.663	.250	.375	.750	.438	.375	.625	.500	.714	.750	.375	.625	.688	.784

**Peggy Malone & Associates, Inc.**  
(904) 992-8072

File Name : T7-SR A1A and Solana Rd. AM  
 Site Code :  
 Start Date : 12/9/2015  
 Page No : 1

Groups Printed- Combined

Start Time	SR A1A Southbound					Solana Rd. Westbound					SR A1A Northbound					Solana Rd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	14	53	2	0	69	3	0	4	0	7	0	68	1	0	69	0	1	40	0	41	186
06:15 AM	28	93	3	0	124	15	0	2	0	17	4	109	2	0	115	3	2	42	0	47	303
06:30 AM	15	154	7	0	176	14	3	2	0	19	3	163	2	0	168	6	4	69	0	79	442
06:45 AM	38	204	10	0	252	9	2	4	0	15	9	171	4	0	184	6	5	88	0	99	550
<b>Total</b>	<b>95</b>	<b>504</b>	<b>22</b>	<b>0</b>	<b>621</b>	<b>41</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>511</b>	<b>9</b>	<b>0</b>	<b>536</b>	<b>15</b>	<b>12</b>	<b>239</b>	<b>0</b>	<b>266</b>	<b>1481</b>
07:00 AM	50	187	10	0	247	26	5	10	0	41	8	283	4	0	295	3	8	117	0	128	711
07:15 AM	70	226	13	0	309	28	12	11	0	51	7	303	4	0	314	9	6	120	0	135	809
07:30 AM	81	301	16	0	398	45	8	7	0	60	5	370	5	0	380	12	8	148	0	168	1006
07:45 AM	75	345	13	0	433	48	8	21	0	77	9	374	13	0	396	17	16	154	0	187	1093
<b>Total</b>	<b>276</b>	<b>1059</b>	<b>52</b>	<b>0</b>	<b>1387</b>	<b>147</b>	<b>33</b>	<b>49</b>	<b>0</b>	<b>229</b>	<b>29</b>	<b>1330</b>	<b>26</b>	<b>0</b>	<b>1385</b>	<b>41</b>	<b>38</b>	<b>539</b>	<b>0</b>	<b>618</b>	<b>3619</b>
08:00 AM	113	399	19	0	531	30	8	25	0	63	15	378	15	0	408	22	24	148	0	194	1196
08:15 AM	128	390	28	0	546	41	7	28	0	76	15	392	15	0	422	17	19	148	0	184	1228
08:30 AM	105	372	33	1	511	67	20	25	0	112	20	360	18	0	398	23	37	145	0	205	1226
08:45 AM	126	380	30	2	538	51	13	24	5	93	8	396	11	0	415	21	21	145	0	187	1233
<b>Total</b>	<b>472</b>	<b>1541</b>	<b>110</b>	<b>3</b>	<b>2126</b>	<b>189</b>	<b>48</b>	<b>102</b>	<b>5</b>	<b>344</b>	<b>58</b>	<b>1526</b>	<b>59</b>	<b>0</b>	<b>1643</b>	<b>83</b>	<b>101</b>	<b>586</b>	<b>0</b>	<b>770</b>	<b>4883</b>
<b>Grand Total</b>	<b>843</b>	<b>3104</b>	<b>184</b>	<b>3</b>	<b>4134</b>	<b>377</b>	<b>86</b>	<b>163</b>	<b>5</b>	<b>631</b>	<b>103</b>	<b>3367</b>	<b>94</b>	<b>0</b>	<b>3564</b>	<b>139</b>	<b>151</b>	<b>1364</b>	<b>0</b>	<b>1654</b>	<b>9983</b>
Apprch %	20.4	75.1	4.5	0.1		59.7	13.6	25.8	0.8		2.9	94.5	2.6	0		8.4	9.1	82.5	0		
Total %	8.4	31.1	1.8	0	41.4	3.8	0.9	1.6	0.1	6.3	1	33.7	0.9	0	35.7	1.4	1.5	13.7	0	16.6	

Start Time	SR A1A Southbound				Solana Rd. Westbound				SR A1A Northbound				Solana Rd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	113	<b>399</b>	19	531	30	8	25	63	15	378	15	408	22	24	<b>148</b>	194	1196
08:15 AM	<b>128</b>	390	28	<b>546</b>	41	7	<b>28</b>	76	15	392	15	<b>422</b>	17	19	148	184	<b>1228</b>
08:30 AM	105	372	<b>33</b>	510	<b>67</b>	<b>20</b>	25	<b>112</b>	<b>20</b>	360	<b>18</b>	398	<b>23</b>	<b>37</b>	145	<b>205</b>	1225
08:45 AM	126	380	30	536	51	13	24	88	8	<b>396</b>	11	415	21	21	145	187	1226
Total Volume	472	1541	110	2123	189	48	102	339	58	1526	59	1643	83	101	586	770	4875
% App. Total	22.2	72.6	5.2		55.8	14.2	30.1		3.5	92.9	3.6		10.8	13.1	76.1		
PHF	.922	.966	.833	.972	.705	.600	.911	.757	.725	.963	.819	.973	.902	.682	.990	.939	.992

**Peggy Malone & Associates, Inc.**  
(904) 992-8072

File Name : T7-SR A1A and Solana Rd. PM  
Site Code :  
Start Date : 12/9/2015  
Page No : 1

Groups Printed- Car

Start Time	SR A1A Southbound					Solana Rd. Westbound					SR A1A Northbound					Solana Rd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	128	374	32	0	534	35	16	24	0	75	16	321	22	0	359	11	24	103	0	138	1106
04:15 PM	118	376	38	0	532	29	18	19	0	66	25	349	22	0	396	15	22	115	0	152	1146
04:30 PM	127	396	26	0	549	28	20	14	0	62	8	354	9	0	371	24	11	140	0	175	1157
04:45 PM	140	369	36	0	545	28	15	22	0	65	13	328	11	0	352	24	22	142	0	188	1150
<b>Total</b>	<b>513</b>	<b>1515</b>	<b>132</b>	<b>0</b>	<b>2160</b>	<b>120</b>	<b>69</b>	<b>79</b>	<b>0</b>	<b>268</b>	<b>62</b>	<b>1352</b>	<b>64</b>	<b>0</b>	<b>1478</b>	<b>74</b>	<b>79</b>	<b>500</b>	<b>0</b>	<b>653</b>	<b>4559</b>
05:00 PM	139	405	37	0	581	33	10	16	0	59	16	346	10	0	372	11	14	128	0	153	1165
05:15 PM	140	382	36	0	558	34	18	23	0	75	12	355	10	0	377	16	22	128	0	166	1176
05:30 PM	144	392	27	0	563	35	24	23	0	82	15	331	11	0	357	17	23	133	0	173	1175
05:45 PM	133	354	39	0	526	29	14	18	0	61	15	319	18	0	352	22	23	134	0	179	1118
<b>Total</b>	<b>556</b>	<b>1533</b>	<b>139</b>	<b>0</b>	<b>2228</b>	<b>131</b>	<b>66</b>	<b>80</b>	<b>0</b>	<b>277</b>	<b>58</b>	<b>1351</b>	<b>49</b>	<b>0</b>	<b>1458</b>	<b>66</b>	<b>82</b>	<b>523</b>	<b>0</b>	<b>671</b>	<b>4634</b>
06:00 PM	152	369	34	0	555	32	17	23	0	72	24	336	20	0	380	19	32	103	0	154	1161
06:15 PM	144	361	46	0	551	30	15	19	0	64	31	306	21	0	358	16	28	94	0	138	1111
06:30 PM	112	317	27	0	456	27	14	22	0	63	16	212	11	0	239	16	22	87	0	125	883
06:45 PM	125	303	32	0	460	23	16	22	0	61	16	179	12	0	207	19	11	72	0	102	830
<b>Total</b>	<b>533</b>	<b>1350</b>	<b>139</b>	<b>0</b>	<b>2022</b>	<b>112</b>	<b>62</b>	<b>86</b>	<b>0</b>	<b>260</b>	<b>87</b>	<b>1033</b>	<b>64</b>	<b>0</b>	<b>1184</b>	<b>70</b>	<b>93</b>	<b>356</b>	<b>0</b>	<b>519</b>	<b>3985</b>
<b>Grand Total</b>	<b>1602</b>	<b>4398</b>	<b>410</b>	<b>0</b>	<b>6410</b>	<b>363</b>	<b>197</b>	<b>245</b>	<b>0</b>	<b>805</b>	<b>207</b>	<b>3736</b>	<b>177</b>	<b>0</b>	<b>4120</b>	<b>210</b>	<b>254</b>	<b>1379</b>	<b>0</b>	<b>1843</b>	<b>13178</b>
Apprch %	25	68.6	6.4	0		45.1	24.5	30.4	0		5	90.7	4.3	0		11.4	13.8	74.8	0		
Total %	12.2	33.4	3.1	0	48.6	2.8	1.5	1.9	0	6.1	1.6	28.4	1.3	0	31.3	1.6	1.9	10.5	0	14	

Start Time	SR A1A Southbound				Solana Rd. Westbound				SR A1A Northbound				Solana Rd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	140	369	36	545	28	15	22	65	13	328	<b>11</b>	352	<b>24</b>	22	<b>142</b>	<b>188</b>	1150
05:00 PM	139	<b>405</b>	<b>37</b>	<b>581</b>	33	10	16	59	<b>16</b>	346	10	372	11	14	128	153	1165
05:15 PM	140	382	36	558	34	18	<b>23</b>	75	12	<b>355</b>	10	<b>377</b>	16	22	128	166	<b>1176</b>
05:30 PM	<b>144</b>	392	27	563	<b>35</b>	<b>24</b>	23	<b>82</b>	15	331	11	357	17	<b>23</b>	133	173	1175
Total Volume	563	1548	136	2247	130	67	84	281	56	1360	42	1458	68	81	531	680	4666
% App. Total	25.1	68.9	6.1		46.3	23.8	29.9		3.8	93.3	2.9		10	11.9	78.1		
PHF	.977	.956	.919	.967	.929	.698	.913	.857	.875	.958	.955	.967	.708	.880	.935	.904	.992

# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T7-SR A1A and Solana Rd. PM

Site Code :

Start Date : 12/9/2015

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Groups Printed- Truck

Start Time	SR A1A Southbound					Solana Rd. Westbound					SR A1A Northbound					Solana Rd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	3	0	0	3	1	1	0	0	2	0	5	0	0	5	0	0	0	0	0	0
04:15 PM	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	0	0	3	0	3	3
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	2	1	0	3	7
04:45 PM	0	0	0	0	0	3	0	1	0	4	0	5	0	0	5	0	0	2	0	2	11
<b>Total</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>40</b>
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	4	0	4	14
05:15 PM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	9
05:30 PM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
05:45 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	9
<b>Total</b>	<b>2</b>	<b>10</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>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>38</b>
06:00 PM	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	6
06:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
<b>Total</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>20</b>
<b>Grand Total</b>	<b>3</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>20</b>	<b>98</b>
Apprch %	11.5	84.6	3.8	0		57.1	14.3	28.6	0		0	100	0	0		0	10	90	0		
Total %	3.1	22.4	1	0	26.5	4.1	1	2	0	7.1	0	45.9	0	0	45.9	0	2	18.4	0	20.4	

Start Time	SR A1A Southbound				Solana Rd. Westbound				SR A1A Northbound				Solana Rd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	3	1	4	0	0	0	0	0	5	0	5	0	0	3	3	12
04:30 PM	0	0	0	0	0	0	1	1	0	3	0	3	0	2	1	3	7
04:45 PM	0	0	0	0	3	0	1	4	0	5	0	5	0	0	2	2	11
05:00 PM	0	2	0	2	0	0	0	0	0	8	0	8	0	0	4	4	14
Total Volume	0	5	1	6	3	0	2	5	0	21	0	21	0	2	10	12	44
% App. Total	0	83.3	16.7		60	0	40		0	100	0		0	16.7	83.3		
PHF	.000	.417	.250	.375	.250	.000	.500	.313	.000	.656	.000	.656	.000	.250	.625	.750	.786

**Peggy Malone & Associates, Inc.**  
(904) 992-8072

File Name : T7-SR A1A and Solana Rd. PM  
Site Code :  
Start Date : 12/9/2015  
Page No : 1

Groups Printed- Combined

Start Time	SR A1A Southbound					Solana Rd. Westbound					SR A1A Northbound					Solana Rd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	128	377	32	0	537	36	17	24	0	77	16	326	22	0	364	11	24	103	0	138	1116
04:15 PM	118	379	39	0	536	29	18	19	0	66	25	354	22	0	401	15	22	118	0	155	1158
04:30 PM	127	396	26	0	549	28	20	15	0	63	8	357	9	0	374	24	13	141	0	178	1164
04:45 PM	140	369	36	0	545	31	15	23	0	69	13	333	11	0	357	24	22	144	0	190	1161
<b>Total</b>	<b>513</b>	<b>1521</b>	<b>133</b>	<b>0</b>	<b>2167</b>	<b>124</b>	<b>70</b>	<b>81</b>	<b>0</b>	<b>275</b>	<b>62</b>	<b>1370</b>	<b>64</b>	<b>0</b>	<b>1496</b>	<b>74</b>	<b>81</b>	<b>506</b>	<b>0</b>	<b>661</b>	<b>4599</b>
05:00 PM	139	407	37	0	583	33	10	16	0	59	16	354	10	0	380	11	14	132	0	157	1179
05:15 PM	141	384	36	0	561	34	18	23	0	75	12	358	10	0	380	16	22	131	0	169	1185
05:30 PM	145	394	27	0	566	35	24	23	0	82	15	334	11	0	360	17	23	133	0	173	1181
05:45 PM	133	358	39	0	530	29	14	18	0	61	15	323	18	0	356	22	23	135	0	180	1127
<b>Total</b>	<b>558</b>	<b>1543</b>	<b>139</b>	<b>0</b>	<b>2240</b>	<b>131</b>	<b>66</b>	<b>80</b>	<b>0</b>	<b>277</b>	<b>58</b>	<b>1369</b>	<b>49</b>	<b>0</b>	<b>1476</b>	<b>66</b>	<b>82</b>	<b>531</b>	<b>0</b>	<b>679</b>	<b>4672</b>
06:00 PM	153	370	34	0	557	32	17	23	0	72	24	339	20	0	383	19	32	104	0	155	1167
06:15 PM	144	364	46	0	554	30	15	19	0	64	31	309	21	0	361	16	28	95	0	139	1118
06:30 PM	112	318	27	0	457	27	14	22	0	63	16	214	11	0	241	16	22	88	0	126	887
06:45 PM	125	304	32	0	461	23	16	22	0	61	16	180	12	0	208	19	11	73	0	103	833
<b>Total</b>	<b>534</b>	<b>1356</b>	<b>139</b>	<b>0</b>	<b>2029</b>	<b>112</b>	<b>62</b>	<b>86</b>	<b>0</b>	<b>260</b>	<b>87</b>	<b>1042</b>	<b>64</b>	<b>0</b>	<b>1193</b>	<b>70</b>	<b>93</b>	<b>360</b>	<b>0</b>	<b>523</b>	<b>4005</b>
<b>Grand Total</b>	<b>1605</b>	<b>4420</b>	<b>411</b>	<b>0</b>	<b>6436</b>	<b>367</b>	<b>198</b>	<b>247</b>	<b>0</b>	<b>812</b>	<b>207</b>	<b>3781</b>	<b>177</b>	<b>0</b>	<b>4165</b>	<b>210</b>	<b>256</b>	<b>1397</b>	<b>0</b>	<b>1863</b>	<b>13276</b>
Apprch %	24.9	68.7	6.4	0		45.2	24.4	30.4	0		5	90.8	4.2	0		11.3	13.7	75	0		
Total %	12.1	33.3	3.1	0	48.5	2.8	1.5	1.9	0	6.1	1.6	28.5	1.3	0	31.4	1.6	1.9	10.5	0	14	

Start Time	SR A1A Southbound				Solana Rd. Westbound				SR A1A Northbound				Solana Rd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	140	369	36	545	31	15	23	69	13	333	11	357	24	22	144	190	1161
05:00 PM	139	407	37	583	33	10	16	59	16	354	10	380	11	14	132	157	1179
05:15 PM	141	384	36	561	34	18	23	75	12	358	10	380	16	22	131	169	1185
05:30 PM	145	394	27	566	35	24	23	82	15	334	11	360	17	23	133	173	1181
Total Volume	565	1554	136	2255	133	67	85	285	56	1379	42	1477	68	81	540	689	4706
% App. Total	25.1	68.9	6		46.7	23.5	29.8		3.8	93.4	2.8		9.9	11.8	78.4		
PHF	.974	.955	.919	.967	.950	.698	.924	.869	.875	.963	.955	.972	.708	.880	.938	.907	.993



# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T8-SR A1A and Libray Blvd. AM

Site Code :

Start Date : 12/9/2015

Page No : 1

Groups Printed- Car

Start Time	SR A1A Southbound					Library Blvd. Westbound					SR A1A Northbound					Private Driveway Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	53	1	0	54	0	0	0	0	0	0	74	6	0	80	1	0	3	0	4	138
06:15 AM	1	89	0	0	90	0	0	0	0	0	0	113	10	0	123	5	0	2	0	7	220
06:30 AM	1	154	1	0	156	0	0	0	0	0	0	159	7	0	166	6	0	4	0	10	332
06:45 AM	1	203	0	0	204	0	0	0	0	0	0	201	12	0	213	5	0	2	0	7	424
<b>Total</b>	<b>3</b>	<b>499</b>	<b>2</b>	<b>0</b>	<b>504</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>547</b>	<b>35</b>	<b>0</b>	<b>582</b>	<b>17</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>28</b>	<b>1114</b>
07:00 AM	6	187	1	0	194	0	0	0	0	0	0	291	8	0	299	6	0	5	0	11	504
07:15 AM	6	236	0	0	242	0	0	0	0	0	0	318	12	0	330	12	0	0	0	12	584
07:30 AM	6	304	3	0	313	0	0	0	0	0	0	351	11	0	362	15	0	1	0	16	691
07:45 AM	12	363	1	0	376	2	0	0	0	2	0	381	16	1	398	31	0	4	0	35	811
<b>Total</b>	<b>30</b>	<b>1090</b>	<b>5</b>	<b>0</b>	<b>1125</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1341</b>	<b>47</b>	<b>1</b>	<b>1389</b>	<b>64</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>74</b>	<b>2590</b>
08:00 AM	12	420	0	0	432	0	0	0	0	0	0	367	13	0	380	37	0	7	0	44	856
08:15 AM	22	407	0	0	429	0	0	0	0	0	0	397	16	0	413	41	0	3	0	44	886
08:30 AM	21	386	0	0	407	0	0	0	0	0	0	405	27	0	432	38	0	5	0	43	882
08:45 AM	16	405	0	0	421	0	0	0	2	2	0	364	28	0	392	25	0	3	0	28	843
<b>Total</b>	<b>71</b>	<b>1618</b>	<b>0</b>	<b>0</b>	<b>1689</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1533</b>	<b>84</b>	<b>0</b>	<b>1617</b>	<b>141</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>159</b>	<b>3467</b>
<b>Grand Total</b>	<b>104</b>	<b>3207</b>	<b>7</b>	<b>0</b>	<b>3318</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>3421</b>	<b>166</b>	<b>1</b>	<b>3588</b>	<b>222</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>261</b>	<b>7171</b>
Apprch %	3.1	96.7	0.2	0		50	0	0	50		0	95.3	4.6	0		85.1	0	14.9	0		
Total %	1.5	44.7	0.1	0	46.3	0	0	0	0	0.1	0	47.7	2.3	0	50	3.1	0	0.5	0	3.6	

Start Time	SR A1A Southbound				Library Blvd. Westbound				SR A1A Northbound				Private Driveway Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00 AM																		
08:00 AM	12	<b>420</b>	0	<b>432</b>	0	0	0	0	0	0	367	13	380	37	0	<b>7</b>	<b>44</b>	856
08:15 AM	22	407	0	429	0	0	0	0	0	0	397	16	413	<b>41</b>	0	3	44	<b>886</b>
08:30 AM	21	386	0	407	0	0	0	0	0	0	<b>405</b>	27	<b>432</b>	38	0	5	43	882
08:45 AM	16	405	0	421	0	0	0	0	0	0	364	<b>28</b>	392	25	0	3	28	841
Total Volume	71	1618	0	1689	0	0	0	0	0	0	1533	84	1617	141	0	18	159	3465
% App. Total	4.2	95.8	0		0	0	0		0	0	94.8	5.2		88.7	0	11.3		
PHF	.807	.963	.000	.977	.000	.000	.000	.000	.000	.000	.946	.750	.936	.860	.000	.643	.903	.978

# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T8-SR A1A and Libray Blvd. AM

Site Code :

Start Date : 12/9/2015

Page No : 1

Groups Printed- Truck

Start Time	SR A1A Southbound					Library Blvd. Westbound					SR A1A Northbound					Private Driveway Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
06:15 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8
06:30 AM	0	7	0	0	7	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	1	12
06:45 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	1	13
<b>Total</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>37</b>	
07:00 AM	0	11	0	0	11	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	1	14
07:15 AM	1	7	0	0	8	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	12
07:30 AM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	1	12
07:45 AM	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	15
<b>Total</b>	<b>1</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>53</b>	
08:00 AM	0	18	0	0	18	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	2	25
08:15 AM	0	10	0	0	10	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	1	15
08:30 AM	0	15	0	0	15	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	2	22
08:45 AM	0	7	0	0	7	0	0	0	0	0	0	7	1	0	8	2	0	0	0	2	2	17
<b>Total</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	
<b>Grand Total</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>4</b>	<b>0</b>	<b>58</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>169</b>	
Apprch %	1	99	0	0		0	0	0	0		0	93.1	6.9	0		90	0	10	0			
Total %	0.6	59.2	0	0	59.8	0	0	0	0	0	0	32	2.4	0	34.3	5.3	0	0.6	0	5.9		

Start Time	SR A1A Southbound				Library Blvd. Westbound				SR A1A Northbound				Private Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	18	0	18	0	0	0	0	0	5	0	5	2	0	0	2	25
08:15 AM	0	10	0	10	0	0	0	0	0	3	1	4	1	0	0	1	15
08:30 AM	0	15	0	15	0	0	0	0	0	6	0	6	1	0	0	1	22
08:45 AM	0	7	0	7	0	0	0	0	0	7	1	8	2	0	0	2	17
Total Volume	0	50	0	50	0	0	0	0	0	21	2	23	6	0	0	6	79
% App. Total	0	100	0		0	0	0		0	91.3	8.7		100	0	0		
PHF	.000	.694	.000	.694	.000	.000	.000	.000	.000	.750	.500	.719	.750	.000	.000	.750	.790

# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T8-SR A1A and Libray Blvd. AM

Site Code :

Start Date : 12/9/2015

Page No : 1

Groups Printed- Combined

Start Time	SR A1A Southbound					Library Blvd. Westbound					SR A1A Northbound					Private Driveway Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	56	1	0	57	0	0	0	0	0	0	75	6	0	81	1	0	3	0	4	142
06:15 AM	1	94	0	0	95	0	0	0	0	0	0	116	10	0	126	5	0	2	0	7	228
06:30 AM	1	161	1	0	163	0	0	0	0	0	0	162	8	0	170	7	0	4	0	11	344
06:45 AM	1	207	0	0	208	0	0	0	0	0	0	209	12	0	221	5	0	3	0	8	437
<b>Total</b>	<b>3</b>	<b>518</b>	<b>2</b>	<b>0</b>	<b>523</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>562</b>	<b>36</b>	<b>0</b>	<b>598</b>	<b>18</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>30</b>	<b>1151</b>
07:00 AM	6	198	1	0	205	0	0	0	0	0	0	293	8	0	301	7	0	5	0	12	518
07:15 AM	7	243	0	0	250	0	0	0	0	0	0	321	13	0	334	12	0	0	0	12	596
07:30 AM	6	309	3	0	318	0	0	0	0	0	0	357	11	0	368	16	0	1	0	17	703
07:45 AM	12	371	1	0	384	2	0	0	0	2	0	388	16	1	405	31	0	4	0	35	826
<b>Total</b>	<b>31</b>	<b>1121</b>	<b>5</b>	<b>0</b>	<b>1157</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1359</b>	<b>48</b>	<b>1</b>	<b>1408</b>	<b>66</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>76</b>	<b>2643</b>
08:00 AM	12	438	0	0	450	0	0	0	0	0	0	372	13	0	385	39	0	7	0	46	881
08:15 AM	22	417	0	0	439	0	0	0	0	0	0	400	17	0	417	42	0	3	0	45	901
08:30 AM	21	401	0	0	422	0	0	0	0	0	0	411	27	0	438	39	0	5	0	44	904
08:45 AM	16	412	0	0	428	0	0	0	2	2	0	371	29	0	400	27	0	3	0	30	860
<b>Total</b>	<b>71</b>	<b>1668</b>	<b>0</b>	<b>0</b>	<b>1739</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1554</b>	<b>86</b>	<b>0</b>	<b>1640</b>	<b>147</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>165</b>	<b>3546</b>
<b>Grand Total</b>	<b>105</b>	<b>3307</b>	<b>7</b>	<b>0</b>	<b>3419</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>3475</b>	<b>170</b>	<b>1</b>	<b>3646</b>	<b>231</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>271</b>	<b>7340</b>
Apprch %	3.1	96.7	0.2	0		50	0	0	50		0	95.3	4.7	0		85.2	0	14.8	0		
Total %	1.4	45.1	0.1	0	46.6	0	0	0	0	0.1	0	47.3	2.3	0	49.7	3.1	0	0.5	0	3.7	

Start Time	SR A1A Southbound				Library Blvd. Westbound				SR A1A Northbound				Private Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	12	<b>438</b>	0	<b>450</b>	0	0	0	0	0	372	13	385	39	0	<b>7</b>	<b>46</b>	881
08:15 AM	22	417	0	439	0	0	0	0	0	400	17	417	42	0	3	45	901
08:30 AM	21	401	0	422	0	0	0	0	0	<b>411</b>	27	<b>438</b>	39	0	5	44	<b>904</b>
08:45 AM	16	412	0	428	0	0	0	0	0	371	<b>29</b>	400	27	0	3	30	858
Total Volume	71	1668	0	1739	0	0	0	0	0	1554	86	1640	147	0	18	165	3544
% App. Total	4.1	95.9	0		0	0	0		0	94.8	5.2		89.1	0	10.9		
PHF	.807	.952	.000	.966	.000	.000	.000	.000	.000	.945	.741	.936	.875	.000	.643	.897	.980

# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T8-SR A1A and Libray Blvd. PM

Site Code :

Start Date : 12/9/2015

Page No : 1

Groups Printed- Car

Start Time	SR A1A Southbound					Library Blvd. Westbound					SR A1A Northbound					Private Driveway Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	18	388	2	0	408	0	0	0	0	0	0	330	17	0	347	42	0	6	0	48	803
04:15 PM	19	400	0	0	419	0	0	0	0	0	1	394	34	0	429	48	0	3	0	51	899
04:30 PM	17	422	1	0	440	0	0	0	0	0	0	358	34	0	392	44	0	2	0	46	878
04:45 PM	18	402	1	0	421	0	0	0	0	0	0	342	24	0	366	41	0	4	0	45	832
<b>Total</b>	<b>72</b>	<b>1612</b>	<b>4</b>	<b>0</b>	<b>1688</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1424</b>	<b>109</b>	<b>0</b>	<b>1534</b>	<b>175</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>190</b>	<b>3412</b>
05:00 PM	19	417	0	0	436	0	0	0	0	0	0	372	20	0	392	50	0	5	0	55	883
05:15 PM	8	408	2	0	418	0	0	0	0	0	1	382	22	0	405	36	0	2	0	38	861
05:30 PM	5	423	0	0	428	0	0	0	0	0	0	362	44	0	406	48	0	6	0	54	888
05:45 PM	8	391	1	0	400	0	0	0	0	0	1	351	29	0	381	35	0	3	0	38	819
<b>Total</b>	<b>40</b>	<b>1639</b>	<b>3</b>	<b>0</b>	<b>1682</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1467</b>	<b>115</b>	<b>0</b>	<b>1584</b>	<b>169</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>185</b>	<b>3451</b>
06:00 PM	13	403	2	0	418	0	0	0	0	0	0	407	23	0	430	32	0	3	0	35	883
06:15 PM	13	386	0	0	399	0	0	0	0	0	0	361	31	0	392	13	0	1	0	14	805
06:30 PM	11	346	1	0	358	0	0	0	0	0	0	237	15	0	252	45	0	4	0	49	659
06:45 PM	18	322	2	0	342	0	0	0	0	0	0	206	17	0	223	32	0	2	0	34	599
<b>Total</b>	<b>55</b>	<b>1457</b>	<b>5</b>	<b>0</b>	<b>1517</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1211</b>	<b>86</b>	<b>0</b>	<b>1297</b>	<b>122</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>132</b>	<b>2946</b>
<b>Grand Total</b>	<b>167</b>	<b>4708</b>	<b>12</b>	<b>0</b>	<b>4887</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4102</b>	<b>310</b>	<b>0</b>	<b>4415</b>	<b>466</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>507</b>	<b>9809</b>
Apprch %	3.4	96.3	0.2	0		0	0	0	0		0.1	92.9	7	0		91.9	0	8.1	0		
Total %	1.7	48	0.1	0	49.8	0	0	0	0		0	41.8	3.2	0	45	4.8	0	0.4	0	5.2	

Start Time	SR A1A Southbound				Library Blvd. Westbound				SR A1A Northbound				Private Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	<b>19</b>	<b>400</b>	<b>0</b>	<b>419</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>394</b>	<b>34</b>	<b>429</b>	<b>48</b>	<b>0</b>	<b>3</b>	<b>51</b>	<b>899</b>
04:30 PM	17	422	1	440	0	0	0	0	0	358	34	392	44	0	2	46	878
04:45 PM	18	402	1	421	0	0	0	0	0	342	24	366	41	0	4	45	832
05:00 PM	19	417	0	436	0	0	0	0	0	372	20	392	<b>50</b>	<b>0</b>	<b>5</b>	<b>55</b>	<b>883</b>
Total Volume	73	1641	2	1716	0	0	0	0	1	1466	112	1579	183	0	14	197	3492
% App. Total	4.3	95.6	0.1		0	0	0		0.1	92.8	7.1		92.9	0	7.1		
PHF	.961	.972	.500	.975	.000	.000	.000	.000	.250	.930	.824	.920	.915	.000	.700	.895	.971

# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T8-SR A1A and Libray Blvd. PM

Site Code :

Start Date : 12/9/2015

Page No : 1

Groups Printed- Truck

Start Time	SR A1A Southbound					Library Blvd. Westbound					SR A1A Northbound					Private Driveway Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	11
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	0	12
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7
<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>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>35</b>	
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	0	9
05:15 PM	2	0	0	0	2	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	0	7
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7
<b>Total</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>28</b>	
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
06:15 PM	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
06:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	
<b>Grand Total</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>75</b>	
Apprch %	17.4	82.6	0	0		0	0	0	0		0	97.9	2.1	0		75	0	25	0			
Total %	5.3	25.3	0	0	30.7	0	0	0	0	0	0	62.7	1.3	0	64	4	0	1.3	0	5.3		

Start Time	SR A1A Southbound				Library Blvd. Westbound				SR A1A Northbound				Private Driveway Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0	0	11
04:15 PM	0	3	0	3	0	0	0	0	0	8	0	8	1	0	0	1	0	12
04:30 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	0	5
04:45 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	0	7
<b>Total Volume</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>35</b>	
<b>% App. Total</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.729	

# Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : T8-SR A1A and Libray Blvd. PM

Site Code :

Start Date : 12/9/2015

Page No : 1

Groups Printed- Combined

Start Time	SR A1A Southbound					Library Blvd. Westbound					SR A1A Northbound					Private Driveway Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	18	392	2	0	412	0	0	0	0	0	0	337	17	0	354	42	0	6	0	48	814
04:15 PM	19	403	0	0	422	0	0	0	0	0	1	402	34	0	437	49	0	3	0	52	911
04:30 PM	17	423	1	0	441	0	0	0	0	0	0	362	34	0	396	44	0	2	0	46	883
04:45 PM	18	404	1	0	423	0	0	0	0	0	0	347	24	0	371	41	0	4	0	45	839
<b>Total</b>	<b>72</b>	<b>1622</b>	<b>4</b>	<b>0</b>	<b>1698</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1448</b>	<b>109</b>	<b>0</b>	<b>1558</b>	<b>176</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>191</b>	<b>3447</b>
05:00 PM	19	418	0	0	437	0	0	0	0	0	0	378	20	0	398	51	0	6	0	57	892
05:15 PM	10	408	2	0	420	0	0	0	0	0	1	385	23	0	409	37	0	2	0	39	868
05:30 PM	5	425	0	0	430	0	0	0	0	0	0	365	44	0	409	48	0	6	0	54	893
05:45 PM	8	394	1	0	403	0	0	0	0	0	1	355	29	0	385	35	0	3	0	38	826
<b>Total</b>	<b>42</b>	<b>1645</b>	<b>3</b>	<b>0</b>	<b>1690</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1483</b>	<b>116</b>	<b>0</b>	<b>1601</b>	<b>171</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>188</b>	<b>3479</b>
06:00 PM	13	404	2	0	419	0	0	0	0	0	0	409	23	0	432	32	0	3	0	35	886
06:15 PM	14	387	0	0	401	0	0	0	0	0	0	364	31	0	395	13	0	1	0	14	810
06:30 PM	11	347	1	0	359	0	0	0	0	0	0	239	15	0	254	45	0	4	0	49	662
06:45 PM	19	322	2	0	343	0	0	0	0	0	0	206	17	0	223	32	0	2	0	34	600
<b>Total</b>	<b>57</b>	<b>1460</b>	<b>5</b>	<b>0</b>	<b>1522</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1218</b>	<b>86</b>	<b>0</b>	<b>1304</b>	<b>122</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>132</b>	<b>2958</b>
<b>Grand Total</b>	<b>171</b>	<b>4727</b>	<b>12</b>	<b>0</b>	<b>4910</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4149</b>	<b>311</b>	<b>0</b>	<b>4463</b>	<b>469</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>511</b>	<b>9884</b>
Apprch %	3.5	96.3	0.2	0		0	0	0	0		0.1	93	7	0		91.8	0	8.2	0		
Total %	1.7	47.8	0.1	0	49.7	0	0	0	0	0	0	42	3.1	0	45.2	4.7	0	0.4	0	5.2	

Start Time	SR A1A Southbound				Library Blvd. Westbound				SR A1A Northbound				Private Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	<b>19</b>	403	0	422	0	0	0	0	<b>1</b>	<b>402</b>	<b>34</b>	<b>437</b>	49	0	3	52	<b>911</b>
04:30 PM	17	<b>423</b>	<b>1</b>	<b>441</b>	0	0	0	0	0	362	34	396	44	0	2	46	883
04:45 PM	18	404	1	423	0	0	0	0	0	347	24	371	41	0	4	45	839
05:00 PM	19	418	0	437	0	0	0	0	0	378	20	398	<b>51</b>	0	<b>6</b>	<b>57</b>	892
Total Volume	73	1648	2	1723	0	0	0	0	1	1489	112	1602	185	0	15	200	3525
% App. Total	4.2	95.6	0.1		0	0	0		0.1	92.9	7		92.5	0	7.5		
PHF	.961	.974	.500	.977	.000	.000	.000	.000	.250	.926	.824	.916	.907	.000	.625	.877	.967

# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : T9 SR A1A and Summerfield Dr Corona Rd. AM  
 Site Code :  
 Start Date : 12/8/2015  
 Page No : 1

Groups Printed- Car

Start Time	SR A1A Southbound					Corona Rd. Westbound					SR A1A Northbound					Summerfield Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	51	1	0	52	3	0	3	0	6	4	72	1	0	77	0	0	2	0	2	137
06:15 AM	0	78	6	0	84	6	0	4	0	10	11	107	0	0	118	0	0	4	0	4	216
06:30 AM	1	144	6	0	151	14	0	9	0	23	9	159	1	0	169	1	0	3	0	4	347
06:45 AM	1	194	27	0	222	17	0	10	0	27	9	190	1	0	200	1	0	5	1	7	456
<b>Total</b>	<b>2</b>	<b>467</b>	<b>40</b>	<b>0</b>	<b>509</b>	<b>40</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>66</b>	<b>33</b>	<b>528</b>	<b>3</b>	<b>0</b>	<b>564</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>17</b>	<b>1156</b>
07:00 AM	1	149	14	1	165	25	0	21	0	46	11	276	2	0	289	1	1	4	0	6	506
07:15 AM	0	258	17	0	275	33	0	13	0	46	19	288	0	5	312	3	0	7	0	10	643
07:30 AM	0	315	17	1	333	25	0	20	0	45	21	373	2	0	396	0	0	1	1	2	776
07:45 AM	4	382	16	0	402	35	0	22	0	57	27	366	2	0	395	2	1	2	0	5	859
<b>Total</b>	<b>5</b>	<b>1104</b>	<b>64</b>	<b>2</b>	<b>1175</b>	<b>118</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>194</b>	<b>78</b>	<b>1303</b>	<b>6</b>	<b>5</b>	<b>1392</b>	<b>6</b>	<b>2</b>	<b>14</b>	<b>1</b>	<b>23</b>	<b>2784</b>
08:00 AM	1	353	23	0	377	31	1	64	2	98	36	402	2	0	440	6	2	0	0	8	923
08:15 AM	1	357	19	0	377	45	0	42	0	87	42	422	0	0	464	6	1	4	1	12	940
08:30 AM	1	283	16	0	300	29	1	31	0	61	46	432	5	0	483	0	1	7	1	9	853
08:45 AM	2	306	31	0	339	27	1	41	0	69	50	338	4	1	393	1	0	3	1	5	806
<b>Total</b>	<b>5</b>	<b>1299</b>	<b>89</b>	<b>0</b>	<b>1393</b>	<b>132</b>	<b>3</b>	<b>178</b>	<b>2</b>	<b>315</b>	<b>174</b>	<b>1594</b>	<b>11</b>	<b>1</b>	<b>1780</b>	<b>13</b>	<b>4</b>	<b>14</b>	<b>3</b>	<b>34</b>	<b>3522</b>
<b>Grand Total</b>	<b>12</b>	<b>2870</b>	<b>193</b>	<b>2</b>	<b>3077</b>	<b>290</b>	<b>3</b>	<b>280</b>	<b>2</b>	<b>575</b>	<b>285</b>	<b>3425</b>	<b>20</b>	<b>6</b>	<b>3736</b>	<b>21</b>	<b>6</b>	<b>42</b>	<b>5</b>	<b>74</b>	<b>7462</b>
Apprch %	0.4	93.3	6.3	0.1		50.4	0.5	48.7	0.3		7.6	91.7	0.5	0.2		28.4	8.1	56.8	6.8		
Total %	0.2	38.5	2.6	0	41.2	3.9	0	3.8	0	7.7	3.8	45.9	0.3	0.1	50.1	0.3	0.1	0.6	0.1	1	

Start Time	SR A1A Southbound				Corona Rd. Westbound				SR A1A Northbound				Summerfield Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	<b>4</b>	<b>382</b>	16	<b>402</b>	35	0	22	57	27	366	2	395	2	1	2	5	859
08:00 AM	1	353	<b>23</b>	377	31	<b>1</b>	<b>64</b>	<b>96</b>	36	402	2	440	<b>6</b>	<b>2</b>	0	8	921
08:15 AM	1	357	19	377	<b>45</b>	0	42	87	42	422	0	464	6	1	4	<b>11</b>	<b>939</b>
08:30 AM	1	283	16	300	29	1	31	61	<b>46</b>	<b>432</b>	<b>5</b>	<b>483</b>	0	1	<b>7</b>	8	852
Total Volume	7	1375	74	1456	140	2	159	301	151	1622	9	1782	14	5	13	32	3571
% App. Total	0.5	94.4	5.1		46.5	0.7	52.8		8.5	91	0.5		43.8	15.6	40.6		
PHF	.438	.900	.804	.905	.778	.500	.621	.784	.821	.939	.450	.922	.583	.625	.464	.727	.951



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

File Name : T9 SR A1A and Summerfield Dr Corona Rd. AM  
Site Code :  
Start Date : 12/8/2015  
Page No : 1

Groups Printed- Truck

Start Time	SR A1A Southbound					Corona Rd. Westbound					SR A1A Northbound					Summerfield Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
06:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
06:30 AM	0	7	0	0	7	2	0	0	0	2	0	7	0	0	7	0	0	0	0	0	16
06:45 AM	0	4	0	0	4	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	9
Total	0	19	0	0	19	2	0	1	0	3	0	16	0	0	16	0	0	0	0	0	38
07:00 AM	0	11	0	0	11	0	0	2	0	2	2	4	0	0	6	0	0	0	0	0	19
07:15 AM	0	7	0	0	7	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	10
07:30 AM	0	13	0	0	13	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	23
07:45 AM	0	7	3	0	10	1	0	0	0	1	2	5	0	0	7	0	0	0	0	0	18
Total	0	38	3	0	41	1	0	3	0	4	4	21	0	0	25	0	0	0	0	0	70
08:00 AM	0	10	0	0	10	1	0	0	0	1	2	4	0	0	6	0	0	0	0	0	17
08:15 AM	0	10	0	0	10	2	0	1	0	3	1	7	1	0	9	0	0	0	0	0	22
08:30 AM	0	6	0	0	6	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	15
08:45 AM	0	7	0	0	7	1	0	0	0	1	0	13	0	0	13	0	0	0	0	0	21
Total	0	33	0	0	33	4	0	1	0	5	5	31	1	0	37	0	0	0	0	0	75
Grand Total	0	90	3	0	93	7	0	5	0	12	9	68	1	0	78	0	0	0	0	0	183
Apprch %	0	96.8	3.2	0		58.3	0	41.7	0		11.5	87.2	1.3	0		0	0	0	0	0	
Total %	0	49.2	1.6	0	50.8	3.8	0	2.7	0	6.6	4.9	37.2	0.5	0	42.6	0	0	0	0	0	

Start Time	SR A1A Southbound				Corona Rd. Westbound				SR A1A Northbound				Summerfield Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	13	0	13	0	0	0	0	0	0	10	0	10	0	0	0	23
07:45 AM	0	7	3	10	1	0	0	1	2	5	0	7	0	0	0	18	
08:00 AM	0	10	0	10	1	0	0	1	2	4	0	6	0	0	0	17	
08:15 AM	0	10	0	10	2	0	1	3	1	7	1	9	0	0	0	22	
Total Volume	0	40	3	43	4	0	1	5	5	26	1	32	0	0	0	80	
% App. Total	0	93	7		80	0	20		15.6	81.2	3.1		0	0	0		
PHF	.000	.769	.250	.827	.500	.000	.250	.417	.625	.650	.250	.800	.000	.000	.000	.870	

# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : T9 SR A1A and Summerfield Dr Corona Rd. AM  
 Site Code :  
 Start Date : 12/8/2015  
 Page No : 1  
 Groups Printed- Combined

Start Time	SR A1A Southbound					Corona Rd. Westbound					SR A1A Northbound					Summerfield Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	56	1	0	57	3	0	3	0	6	4	74	1	0	79	0	0	2	0	2	144
06:15 AM	0	81	6	0	87	6	0	4	0	10	11	110	0	0	121	0	0	4	0	4	222
06:30 AM	1	151	6	0	158	16	0	9	0	25	9	166	1	0	176	1	0	3	0	4	363
06:45 AM	1	198	27	0	226	17	0	11	0	28	9	194	1	0	204	1	0	5	1	7	465
<b>Total</b>	<b>2</b>	<b>486</b>	<b>40</b>	<b>0</b>	<b>528</b>	<b>42</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>69</b>	<b>33</b>	<b>544</b>	<b>3</b>	<b>0</b>	<b>580</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>17</b>	<b>1194</b>
07:00 AM	1	160	14	1	176	25	0	23	0	48	13	280	2	0	295	1	1	4	0	6	525
07:15 AM	0	265	17	0	282	33	0	14	0	47	19	290	0	5	314	3	0	7	0	10	653
07:30 AM	0	328	17	1	346	25	0	20	0	45	21	383	2	0	406	0	0	1	1	2	799
07:45 AM	4	389	19	0	412	36	0	22	0	58	29	371	2	0	402	2	1	2	0	5	877
<b>Total</b>	<b>5</b>	<b>1142</b>	<b>67</b>	<b>2</b>	<b>1216</b>	<b>119</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>198</b>	<b>82</b>	<b>1324</b>	<b>6</b>	<b>5</b>	<b>1417</b>	<b>6</b>	<b>2</b>	<b>14</b>	<b>1</b>	<b>23</b>	<b>2854</b>
08:00 AM	1	363	23	0	387	32	1	64	2	99	38	406	2	0	446	6	2	0	0	8	940
08:15 AM	1	367	19	0	387	47	0	43	0	90	43	429	1	0	473	6	1	4	1	12	962
08:30 AM	1	289	16	0	306	29	1	31	0	61	48	439	5	0	492	0	1	7	1	9	868
08:45 AM	2	313	31	0	346	28	1	41	0	70	50	351	4	1	406	1	0	3	1	5	827
<b>Total</b>	<b>5</b>	<b>1332</b>	<b>89</b>	<b>0</b>	<b>1426</b>	<b>136</b>	<b>3</b>	<b>179</b>	<b>2</b>	<b>320</b>	<b>179</b>	<b>1625</b>	<b>12</b>	<b>1</b>	<b>1817</b>	<b>13</b>	<b>4</b>	<b>14</b>	<b>3</b>	<b>34</b>	<b>3597</b>
<b>Grand Total</b>	<b>12</b>	<b>2960</b>	<b>196</b>	<b>2</b>	<b>3170</b>	<b>297</b>	<b>3</b>	<b>285</b>	<b>2</b>	<b>587</b>	<b>294</b>	<b>3493</b>	<b>21</b>	<b>6</b>	<b>3814</b>	<b>21</b>	<b>6</b>	<b>42</b>	<b>5</b>	<b>74</b>	<b>7645</b>
Apprch %	0.4	93.4	6.2	0.1		50.6	0.5	48.6	0.3		7.7	91.6	0.6	0.2		28.4	8.1	56.8	6.8		
Total %	0.2	38.7	2.6	0	41.5	3.9	0	3.7	0	7.7	3.8	45.7	0.3	0.1	49.9	0.3	0.1	0.5	0.1	1	

Start Time	SR A1A Southbound				Corona Rd. Westbound				SR A1A Northbound				Summerfield Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	<b>4</b>	<b>389</b>	19	<b>412</b>	36	0	22	58	29	371	2	402	2	1	2	5	877
08:00 AM	1	363	<b>23</b>	387	32	<b>1</b>	<b>64</b>	<b>97</b>	38	406	2	446	<b>6</b>	<b>2</b>	0	8	938
08:15 AM	1	367	19	387	<b>47</b>	0	43	90	43	429	1	473	6	1	4	<b>11</b>	<b>961</b>
08:30 AM	1	289	16	306	29	1	31	61	<b>48</b>	<b>439</b>	<b>5</b>	<b>492</b>	0	1	<b>7</b>	8	867
Total Volume	7	1408	77	1492	144	2	160	306	158	1645	10	1813	14	5	13	32	3643
% App. Total	0.5	94.4	5.2		47.1	0.7	52.3		8.7	90.7	0.6		43.8	15.6	40.6		
PHF	.438	.905	.837	.905	.766	.500	.625	.789	.823	.937	.500	.921	.583	.625	.464	.727	.948

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

File Name : T9 SR A1A and Summerfield Dr Corona Rd. PM  
Site Code :  
Start Date : 12/8/2015  
Page No : 1  
Groups Printed- Car

Start Time	SR A1A Southbound					Corona Rd. Westbound					SR A1A Northbound					Summerfield Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	3	383	35	0	421	17	3	31	0	51	39	328	3	0	370	1	2	4	0	7	849
04:15 PM	5	381	28	0	414	11	2	34	0	47	20	341	6	0	367	1	2	3	1	7	835
04:30 PM	1	373	59	0	433	16	4	32	0	52	32	359	5	1	397	4	0	16	1	21	903
04:45 PM	4	434	32	0	470	35	0	39	0	74	36	344	8	0	388	1	0	12	2	15	947
<b>Total</b>	13	1571	154	0	1738	79	9	136	0	224	127	1372	22	1	1522	7	4	35	4	50	3534
05:00 PM	0	446	31	0	477	26	2	33	0	61	41	444	2	0	487	1	0	1	1	3	1028
05:15 PM	4	428	28	0	460	23	1	37	0	61	43	433	4	0	480	4	0	4	0	8	1009
05:30 PM	4	412	30	0	446	20	1	37	0	58	34	399	3	0	436	3	0	3	0	6	946
05:45 PM	5	401	19	0	425	28	0	38	0	66	29	392	5	0	426	2	0	3	0	5	922
<b>Total</b>	13	1687	108	0	1808	97	4	145	0	246	147	1668	14	0	1829	10	0	11	1	22	3905
06:00 PM	4	375	34	0	413	23	0	31	0	54	26	338	4	0	368	1	0	4	0	5	840
06:15 PM	8	356	30	0	394	36	0	27	0	63	25	272	4	0	301	2	0	5	0	7	765
06:30 PM	6	370	38	0	414	19	0	16	0	35	17	240	6	0	263	3	0	0	0	3	715
06:45 PM	2	318	25	0	345	17	1	17	0	35	21	220	1	0	242	3	0	2	0	5	627
<b>Total</b>	20	1419	127	0	1566	95	1	91	0	187	89	1070	15	0	1174	9	0	11	0	20	2947
<b>Grand Total</b>	46	4677	389	0	5112	271	14	372	0	657	363	4110	51	1	4525	26	4	57	5	92	10386
Apprch %	0.9	91.5	7.6	0		41.2	2.1	56.6	0		8	90.8	1.1	0		28.3	4.3	62	5.4		
Total %	0.4	45	3.7	0	49.2	2.6	0.1	3.6	0	6.3	3.5	39.6	0.5	0	43.6	0.3	0	0.5	0	0.9	

Start Time	SR A1A Southbound				Corona Rd. Westbound				SR A1A Northbound				Summerfield Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	4	434	32	470	35	0	39	74	36	344	8	388	1	0	12	13	945
05:00 PM	0	446	31	477	26	2	33	61	41	444	2	487	1	0	1	2	1027
05:15 PM	4	428	28	460	23	1	37	61	43	433	4	480	4	0	4	8	1009
05:30 PM	4	412	30	446	20	1	37	58	34	399	3	436	3	0	3	6	946
<b>Total Volume</b>	12	1720	121	1853	104	4	146	254	154	1620	17	1791	9	0	20	29	3927
% App. Total	0.6	92.8	6.5		40.9	1.6	57.5		8.6	90.5	0.9		31	0	69		
PHF	.750	.964	.945	.971	.743	.500	.936	.858	.895	.912	.531	.919	.563	.000	.417	.558	.956

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

File Name : T9 SR A1A and Summerfield Dr Corona Rd. PM  
Site Code :  
Start Date : 12/8/2015  
Page No : 1  
Groups Printed- Truck

Start Time	SR A1A Southbound					Corona Rd. Westbound					SR A1A Northbound					Summerfield Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	3	0	0	3	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	12
04:15 PM	1	7	0	0	8	1	0	2	0	3	0	14	0	0	14	0	0	0	0	0	25
04:30 PM	0	5	0	0	5	0	0	2	0	2	0	7	0	0	7	1	0	1	0	2	16
04:45 PM	0	1	0	0	1	1	0	0	0	1	3	1	0	0	4	0	0	0	0	0	6
<b>Total</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>59</b>
05:00 PM	0	2	0	0	2	3	0	0	0	3	1	3	0	0	4	0	0	0	0	0	9
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
05:45 PM	0	1	0	0	1	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	7
<b>Total</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
06:45 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>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>Grand Total</b>	<b>1</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>94</b>
Apprch %	3.6	96.4	0	0		54.5	0	45.5	0		11.3	88.7	0	0		50	0	50	0		
Total %	1.1	28.7	0	0	29.8	6.4	0	5.3	0	11.7	6.4	50	0	0	56.4	1.1	0	1.1	0	2.1	

Start Time	SR A1A Southbound				Corona Rd. Westbound				SR A1A Northbound				Summerfield Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	3	0	3	1	0	0	1	1	7	0	8	0	0	0	0	12
04:15 PM	1	7	0	8	1	0	2	3	0	14	0	14	0	0	0	0	25
04:30 PM	0	5	0	5	0	0	2	2	0	7	0	7	1	0	1	2	16
04:45 PM	0	1	0	1	1	0	0	1	3	1	0	4	0	0	0	0	6
<b>Total Volume</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>29</b>	<b>0</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>59</b>
% App. Total	5.9	94.1	0		42.9	0	57.1		12.1	87.9	0		50	0	50		
PHF	.250	.571	.000	.531	.750	.000	.500	.583	.333	.518	.000	.589	.250	.000	.250	.250	.590

Peggy Malone & Associates, Inc.  
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File Name : T9 SR A1A and Summerfield Dr Corona Rd. PM  
Site Code :  
Start Date : 12/8/2015  
Page No : 1  
Groups Printed- Combined

Start Time	SR A1A Southbound					Corona Rd. Westbound					SR A1A Northbound					Summerfield Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	3	386	35	0	424	18	3	31	0	52	40	335	3	0	378	1	2	4	0	7	861
04:15 PM	6	388	28	0	422	12	2	36	0	50	20	355	6	0	381	1	2	3	1	7	860
04:30 PM	1	378	59	0	438	16	4	34	0	54	32	366	5	1	404	5	0	17	1	23	919
04:45 PM	4	435	32	0	471	36	0	39	0	75	39	345	8	0	392	1	0	12	2	15	953
Total	14	1587	154	0	1755	82	9	140	0	231	131	1401	22	1	1555	8	4	36	4	52	3593
05:00 PM	0	448	31	0	479	29	2	33	0	64	42	447	2	0	491	1	0	1	1	3	1037
05:15 PM	4	430	28	0	462	23	1	37	0	61	43	436	4	0	483	4	0	4	0	8	1014
05:30 PM	4	414	30	0	448	20	1	37	0	58	34	401	3	0	438	3	0	3	0	6	950
05:45 PM	5	402	19	0	426	28	0	39	0	67	30	396	5	0	431	2	0	3	0	5	929
Total	13	1694	108	0	1815	100	4	146	0	250	149	1680	14	0	1843	10	0	11	1	22	3930
06:00 PM	4	376	34	0	414	23	0	31	0	54	26	342	4	0	372	1	0	4	0	5	845
06:15 PM	8	356	30	0	394	36	0	27	0	63	25	272	4	0	301	2	0	5	0	7	765
06:30 PM	6	373	38	0	417	19	0	16	0	35	17	242	6	0	265	3	0	0	0	3	720
06:45 PM	2	318	25	0	345	17	1	17	0	35	21	220	1	0	242	3	0	2	0	5	627
Total	20	1423	127	0	1570	95	1	91	0	187	89	1076	15	0	1180	9	0	11	0	20	2957
Grand Total	47	4704	389	0	5140	277	14	377	0	668	369	4157	51	1	4578	27	4	58	5	94	10480
Apprch %	0.9	91.5	7.6	0		41.5	2.1	56.4	0		8.1	90.8	1.1	0		28.7	4.3	61.7	5.3		
Total %	0.4	44.9	3.7	0	49	2.6	0.1	3.6	0	6.4	3.5	39.7	0.5	0	43.7	0.3	0	0.6	0	0.9	

Start Time	SR A1A Southbound				Corona Rd. Westbound				SR A1A Northbound				Summerfield Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	4	435	32	471	36	0	39	75	39	345	8	392	1	0	12	13	951
05:00 PM	0	448	31	479	29	2	33	64	42	447	2	491	1	0	1	2	1036
05:15 PM	4	430	28	462	23	1	37	61	43	436	4	483	4	0	4	8	1014
05:30 PM	4	414	30	448	20	1	37	58	34	401	3	438	3	0	3	6	950
Total Volume	12	1727	121	1860	108	4	146	258	158	1629	17	1804	9	0	20	29	3951
% App. Total	0.6	92.8	6.5		41.9	1.6	56.6		8.8	90.3	0.9		31	0	69		
PHF	.750	.964	.945	.971	.750	.500	.936	.860	.919	.911	.531	.919	.563	.000	.417	.558	.953

Peggy Malone & Associates, Inc.  
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File Name : T12 SR A1A and Thousand Oaks Dr\_Ocean Place AM  
Site Code :  
Start Date : 12/8/2015  
Page No : 1

Groups Printed- Car

Start Time	SR A1A Southbound					Ocean Place Westbound					SR A1A Northbound					Thousand Oaks Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	1	50	2	0	53	2	0	3	0	5	0	63	0	0	63	4	0	7	0	11	132
06:15 AM	1	82	0	0	83	4	0	4	0	8	1	105	0	0	106	2	0	14	1	17	214
06:30 AM	1	150	0	0	151	4	0	1	3	8	0	162	1	0	163	8	0	13	0	21	343
06:45 AM	3	196	0	0	199	5	0	6	0	11	2	189	4	0	195	5	0	17	1	23	428
<b>Total</b>	<b>6</b>	<b>478</b>	<b>2</b>	<b>0</b>	<b>486</b>	<b>15</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>32</b>	<b>3</b>	<b>519</b>	<b>5</b>	<b>0</b>	<b>527</b>	<b>19</b>	<b>0</b>	<b>51</b>	<b>2</b>	<b>72</b>	<b>1117</b>
07:00 AM	3	157	1	0	161	9	0	5	2	16	1	279	3	0	283	5	1	13	0	19	479
07:15 AM	11	223	2	0	236	9	1	6	1	17	2	306	3	0	311	14	0	17	0	31	595
07:30 AM	4	314	0	0	318	11	0	7	0	18	0	369	5	0	374	15	0	19	0	34	744
07:45 AM	8	378	7	2	395	15	0	11	0	26	6	367	4	0	377	12	0	19	1	32	830
<b>Total</b>	<b>26</b>	<b>1072</b>	<b>10</b>	<b>2</b>	<b>1110</b>	<b>44</b>	<b>1</b>	<b>29</b>	<b>3</b>	<b>77</b>	<b>9</b>	<b>1321</b>	<b>15</b>	<b>0</b>	<b>1345</b>	<b>46</b>	<b>1</b>	<b>68</b>	<b>1</b>	<b>116</b>	<b>2648</b>
08:00 AM	3	335	21	1	360	19	0	5	4	28	5	439	1	0	445	16	0	22	0	38	871
08:15 AM	11	376	64	2	453	15	0	4	1	20	1	403	5	0	409	15	0	27	0	42	924
08:30 AM	2	331	12	0	345	18	0	9	0	27	2	466	5	0	473	17	0	15	0	32	877
08:45 AM	1	302	3	0	306	11	1	5	3	20	4	322	7	0	333	10	0	12	0	22	681
<b>Total</b>	<b>17</b>	<b>1344</b>	<b>100</b>	<b>3</b>	<b>1464</b>	<b>63</b>	<b>1</b>	<b>23</b>	<b>8</b>	<b>95</b>	<b>12</b>	<b>1630</b>	<b>18</b>	<b>0</b>	<b>1660</b>	<b>58</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>134</b>	<b>3353</b>
<b>Grand Total</b>	<b>49</b>	<b>2894</b>	<b>112</b>	<b>5</b>	<b>3060</b>	<b>122</b>	<b>2</b>	<b>66</b>	<b>14</b>	<b>204</b>	<b>24</b>	<b>3470</b>	<b>38</b>	<b>0</b>	<b>3532</b>	<b>123</b>	<b>1</b>	<b>195</b>	<b>3</b>	<b>322</b>	<b>7118</b>
Apprch %	1.6	94.6	3.7	0.2		59.8	1	32.4	6.9		0.7	98.2	1.1	0		38.2	0.3	60.6	0.9		
Total %	0.7	40.7	1.6	0.1	43	1.7	0	0.9	0.2	2.9	0.3	48.7	0.5	0	49.6	1.7	0	2.7	0	4.5	

Start Time	SR A1A Southbound				Ocean Place Westbound				SR A1A Northbound				Thousand Oaks Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	8	<b>378</b>	7	393	15	0	<b>11</b>	26	<b>6</b>	367	4	377	12	0	19	31	827
08:00 AM	3	335	21	359	<b>19</b>	0	5	24	5	439	1	445	16	0	22	38	866
08:15 AM	<b>11</b>	376	<b>64</b>	<b>451</b>	15	0	4	19	1	403	<b>5</b>	409	15	0	<b>27</b>	<b>42</b>	<b>921</b>
08:30 AM	2	331	12	345	18	0	9	<b>27</b>	2	<b>466</b>	5	<b>473</b>	<b>17</b>	0	15	32	877
Total Volume	24	1420	104	1548	67	0	29	96	14	1675	15	1704	60	0	83	143	3491
% App. Total	1.6	91.7	6.7		69.8	0	30.2		0.8	98.3	0.9		42	0	58		
PHF	.545	.939	.406	.858	.882	.000	.659	.889	.583	.899	.750	.901	.882	.000	.769	.851	.948

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

File Name : T12 SR A1A and Thousand Oaks Dr\_Ocean Place AM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Truck

Start Time	SR A1A Southbound					Ocean Place Westbound					SR A1A Northbound					Thousand Oaks Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	5	0	0	5	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	8
06:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
06:30 AM	1	6	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
06:45 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	8
<b>Total</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>34</b>
07:00 AM	0	13	0	0	13	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	20
07:15 AM	0	9	0	0	9	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	10
07:30 AM	0	12	0	0	12	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	25
07:45 AM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
<b>Total</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>
08:00 AM	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	18
08:15 AM	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	16
08:30 AM	1	6	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	16
08:45 AM	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	19
<b>Total</b>	<b>1</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>
<b>Grand Total</b>	<b>2</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>169</b>
Apprch %	2.2	97.8	0	0		0	0	0	0		0	98.7	1.3	0		100	0	0	0		
Total %	1.2	52.7	0	0	53.8	0	0	0	0	0	0	44.4	0.6	0	45	1.2	0	0	0	1.2	

Start Time	SR A1A Southbound				Ocean Place Westbound				SR A1A Northbound				Thousand Oaks Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	12	0	12	0	0	0	0	0	0	13	0	13	0	0	0	25
07:45 AM	0	4	0	4	0	0	0	0	0	0	7	0	7	0	0	11	
08:00 AM	0	10	0	10	0	0	0	0	0	0	8	0	8	0	0	18	
08:15 AM	0	10	0	10	0	0	0	0	0	0	6	0	6	0	0	16	
<b>Total Volume</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>70</b>	
% App. Total	0	100	0		0	0	0		0	100	0		0	0			
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.654	.000	.654	.000	.000	.700	



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

File Name : T12 SR A1A and Thousand Oaks Dr\_Ocean Place AM  
Site Code :  
Start Date : 12/8/2015  
Page No : 1

Groups Printed- Combined

Start Time	SR A1A Southbound					Ocean Place Westbound					SR A1A Northbound					Thousand Oaks Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	1	55	2	0	58	2	0	3	0	5	0	65	1	0	66	4	0	7	0	11	140
06:15 AM	1	84	0	0	85	4	0	4	0	8	1	108	0	0	109	3	0	14	1	18	220
06:30 AM	2	156	0	0	158	4	0	1	3	8	0	167	1	0	168	8	0	13	0	21	355
06:45 AM	3	200	0	0	203	5	0	6	0	11	2	192	4	0	198	6	0	17	1	24	436
Total	7	495	2	0	504	15	0	14	3	32	3	532	6	0	541	21	0	51	2	74	1151
07:00 AM	3	170	1	0	174	9	0	5	2	16	1	286	3	0	290	5	1	13	0	19	499
07:15 AM	11	232	2	0	245	9	1	6	1	17	2	307	3	0	312	14	0	17	0	31	605
07:30 AM	4	326	0	0	330	11	0	7	0	18	0	382	5	0	387	15	0	19	0	34	769
07:45 AM	8	382	7	2	399	15	0	11	0	26	6	374	4	0	384	12	0	19	1	32	841
Total	26	1110	10	2	1148	44	1	29	3	77	9	1349	15	0	1373	46	1	68	1	116	2714
08:00 AM	3	345	21	1	370	19	0	5	4	28	5	447	1	0	453	16	0	22	0	38	889
08:15 AM	11	386	64	2	463	15	0	4	1	20	1	409	5	0	415	15	0	27	0	42	940
08:30 AM	3	337	12	0	352	18	0	9	0	27	2	475	5	0	482	17	0	15	0	32	893
08:45 AM	1	310	3	0	314	11	1	5	3	20	4	333	7	0	344	10	0	12	0	22	700
Total	18	1378	100	3	1499	63	1	23	8	95	12	1664	18	0	1694	58	0	76	0	134	3422
Grand Total	51	2983	112	5	3151	122	2	66	14	204	24	3545	39	0	3608	125	1	195	3	324	7287
Apprch %	1.6	94.7	3.6	0.2		59.8	1	32.4	6.9		0.7	98.3	1.1	0		38.6	0.3	60.2	0.9		
Total %	0.7	40.9	1.5	0.1	43.2	1.7	0	0.9	0.2	2.8	0.3	48.6	0.5	0	49.5	1.7	0	2.7	0	4.4	

Start Time	SR A1A Southbound				Ocean Place Westbound				SR A1A Northbound				Thousand Oaks Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	8	382	7	397	15	0	<b>11</b>	26	<b>6</b>	374	4	384	12	0	19	31	838
08:00 AM	3	345	21	369	<b>19</b>	0	5	24	5	447	1	453	16	0	22	38	884
08:15 AM	<b>11</b>	<b>386</b>	<b>64</b>	<b>461</b>	15	0	4	19	1	409	<b>5</b>	415	15	0	<b>27</b>	<b>42</b>	<b>937</b>
08:30 AM	3	337	12	352	18	0	9	<b>27</b>	2	<b>475</b>	5	<b>482</b>	<b>17</b>	0	15	32	893
Total Volume	25	1450	104	1579	67	0	29	96	14	1705	15	1734	60	0	83	143	3552
% App. Total	1.6	91.8	6.6		69.8	0	30.2		0.8	98.3	0.9		42	0	58		
PHF	.568	.939	.406	.856	.882	.000	.659	.889	.583	.897	.750	.899	.882	.000	.769	.851	.948

Peggy Malone & Associates, Inc.  
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File Name : T12 SR A1A and Thousand Oaks Dr\_Ocean Place PM  
Site Code :  
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Groups Printed- Car

Start Time	SR A1A Southbound					Ocean Place Westbound					SR A1A Northbound					Thousand Oaks Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	15	393	12	0	420	5	0	6	1	12	10	379	14	1	404	8	0	13	0	21	857
04:15 PM	19	388	9	1	417	6	0	6	1	13	6	367	7	0	380	6	0	13	0	19	829
04:30 PM	13	400	4	0	417	12	1	4	0	17	5	356	20	0	381	12	0	9	2	23	838
04:45 PM	9	448	9	0	466	5	1	0	1	7	7	362	14	0	383	9	0	15	1	25	881
Total	56	1629	34	1	1720	28	2	16	3	49	28	1464	55	1	1548	35	0	50	3	88	3405
05:00 PM	17	444	11	0	472	8	0	4	0	12	5	456	15	0	476	5	0	5	0	10	970
05:15 PM	15	448	14	0	477	2	0	5	1	8	6	456	17	0	479	4	0	9	0	13	977
05:30 PM	12	417	16	1	446	3	0	4	0	7	12	421	19	0	452	5	0	7	1	13	918
05:45 PM	18	395	15	0	428	6	0	5	0	11	3	386	13	0	402	10	0	11	1	22	863
Total	62	1704	56	1	1823	19	0	18	1	38	26	1719	64	0	1809	24	0	32	2	58	3728
06:00 PM	24	400	5	0	429	5	0	5	0	10	5	340	13	0	358	14	1	7	0	22	819
06:15 PM	27	356	13	0	396	7	0	6	0	13	8	303	16	0	327	5	0	10	0	15	751
06:30 PM	25	375	8	0	408	5	0	4	0	9	7	244	11	0	262	8	0	13	0	21	700
06:45 PM	21	308	3	0	332	5	0	2	0	7	5	247	10	0	262	10	0	4	2	16	617
Total	97	1439	29	0	1565	22	0	17	0	39	25	1134	50	0	1209	37	1	34	2	74	2887
Grand Total	215	4772	119	2	5108	69	2	51	4	126	79	4317	169	1	4566	96	1	116	7	220	10020
Apprch %	4.2	93.4	2.3	0		54.8	1.6	40.5	3.2		1.7	94.5	3.7	0		43.6	0.5	52.7	3.2		
Total %	2.1	47.6	1.2	0	51	0.7	0	0.5	0	1.3	0.8	43.1	1.7	0	45.6	1	0	1.2	0.1	2.2	

Start Time	SR A1A Southbound				Ocean Place Westbound				SR A1A Northbound				Thousand Oaks Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	9	<b>448</b>	9	466	5	<b>1</b>	0	6	7	362	14	383	<b>9</b>	0	<b>15</b>	<b>24</b>	879
05:00 PM	<b>17</b>	444	11	472	<b>8</b>	0	4	<b>12</b>	5	<b>456</b>	15	476	5	0	5	10	970
05:15 PM	15	448	14	<b>477</b>	2	0	<b>5</b>	7	6	456	17	<b>479</b>	4	0	9	13	<b>976</b>
05:30 PM	12	417	<b>16</b>	445	3	0	4	7	<b>12</b>	421	<b>19</b>	452	5	0	7	12	916
Total Volume	53	1757	50	1860	18	1	13	32	30	1695	65	1790	23	0	36	59	3741
% App. Total	2.8	94.5	2.7		56.2	3.1	40.6		1.7	94.7	3.6		39	0	61		
PHF	.779	.980	.781	.975	.563	.250	.650	.667	.625	.929	.855	.934	.639	.000	.600	.615	.958

Peggy Malone & Associates, Inc.  
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File Name : T12 SR A1A and Thousand Oaks Dr\_Ocean Place PM  
Site Code :  
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Groups Printed- Truck

Start Time	SR A1A Southbound					Ocean Place Westbound					SR A1A Northbound					Thousand Oaks Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
04:15 PM	0	10	0	0	10	0	0	0	0	0	1	13	1	0	15	1	0	0	0	1	26
04:30 PM	1	6	0	0	7	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	13
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	1	22	0	0	23	0	0	1	0	1	1	28	1	0	30	1	0	0	0	1	55
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	8
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	7
Total	0	10	0	0	10	0	0	0	0	0	0	13	0	0	13	1	0	1	0	2	25
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Grand Total	1	36	0	0	37	0	0	1	0	1	1	44	1	0	46	2	0	1	0	3	87
Apprch %	2.7	97.3	0	0		0	0	100	0		2.2	95.7	2.2	0		66.7	0	33.3	0		
Total %	1.1	41.4	0	0	42.5	0	0	1.1	0	1.1	1.1	50.6	1.1	0	52.9	2.3	0	1.1	0	3.4	

Start Time	SR A1A Southbound				Ocean Place Westbound				SR A1A Northbound				Thousand Oaks Dr. Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	4	0	4	0	0	0	0	0	0	8	0	8	0	0	0	0	12
04:15 PM	0	10	0	10	0	0	0	0	1	13	1	15	1	0	0	1	26	
04:30 PM	1	6	0	7	0	0	1	1	0	5	0	5	0	0	0	0	13	
04:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4	
Total Volume	1	22	0	23	0	0	1	1	1	28	1	30	1	0	0	1	55	
% App. Total	4.3	95.7	0		0	0	100		3.3	93.3	3.3		100	0	0			
PHF	.250	.550	.000	.575	.000	.000	.250	.250	.250	.538	.250	.500	.250	.000	.000	.250	.529	

Peggy Malone & Associates, Inc.  
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File Name : T12 SR A1A and Thousand Oaks Dr\_Ocean Place PM  
Site Code :  
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Groups Printed- Combined

Start Time	SR A1A Southbound					Ocean Place Westbound					SR A1A Northbound					Thousand Oaks Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	15	397	12	0	424	5	0	6	1	12	10	387	14	1	412	8	0	13	0	21	869
04:15 PM	19	398	9	1	427	6	0	6	1	13	7	380	8	0	395	7	0	13	0	20	855
04:30 PM	14	406	4	0	424	12	1	5	0	18	5	361	20	0	386	12	0	9	2	23	851
04:45 PM	9	450	9	0	468	5	1	0	1	7	7	364	14	0	385	9	0	15	1	25	885
Total	57	1651	34	1	1743	28	2	17	3	50	29	1492	56	1	1578	36	0	50	3	89	3460
05:00 PM	17	446	11	0	474	8	0	4	0	12	5	459	15	0	479	5	0	5	0	10	975
05:15 PM	15	450	14	0	479	2	0	5	1	8	6	459	17	0	482	4	0	9	0	13	982
05:30 PM	12	421	16	1	450	3	0	4	0	7	12	424	19	0	455	6	0	7	1	14	926
05:45 PM	18	397	15	0	430	6	0	5	0	11	3	390	13	0	406	10	0	12	1	23	870
Total	62	1714	56	1	1833	19	0	18	1	38	26	1732	64	0	1822	25	0	33	2	60	3753
06:00 PM	24	401	5	0	430	5	0	5	0	10	5	342	13	0	360	14	1	7	0	22	822
06:15 PM	27	356	13	0	396	7	0	6	0	13	8	303	16	0	327	5	0	10	0	15	751
06:30 PM	25	378	8	0	411	5	0	4	0	9	7	244	11	0	262	8	0	13	0	21	703
06:45 PM	21	308	3	0	332	5	0	2	0	7	5	248	10	0	263	10	0	4	2	16	618
Total	97	1443	29	0	1569	22	0	17	0	39	25	1137	50	0	1212	37	1	34	2	74	2894
Grand Total	216	4808	119	2	5145	69	2	52	4	127	80	4361	170	1	4612	98	1	117	7	223	10107
Apprch %	4.2	93.4	2.3	0		54.3	1.6	40.9	3.1		1.7	94.6	3.7	0		43.9	0.4	52.5	3.1		
Total %	2.1	47.6	1.2	0	50.9	0.7	0	0.5	0	1.3	0.8	43.1	1.7	0	45.6	1	0	1.2	0.1	2.2	

Start Time	SR A1A Southbound				Ocean Place Westbound				SR A1A Northbound				Thousand Oaks Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	9	<b>450</b>	9	468	5	<b>1</b>	0	6	7	364	14	385	<b>9</b>	0	<b>15</b>	<b>24</b>	883
05:00 PM	<b>17</b>	446	11	474	<b>8</b>	0	4	<b>12</b>	5	<b>459</b>	15	479	5	0	5	10	975
05:15 PM	15	450	14	<b>479</b>	2	0	<b>5</b>	7	6	459	17	<b>482</b>	4	0	9	13	<b>981</b>
05:30 PM	12	421	<b>16</b>	449	3	0	4	7	<b>12</b>	424	<b>19</b>	455	6	0	7	13	924
Total Volume	53	1767	50	1870	18	1	13	32	30	1706	65	1801	24	0	36	60	3763
% App. Total	2.8	94.5	2.7		56.2	3.1	40.6		1.7	94.7	3.6		40	0	60		
PHF	.779	.982	.781	.976	.563	.250	.650	.667	.625	.929	.855	.934	.667	.000	.600	.625	.959

Peggy Malone & Associates, Inc.  
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File Name : T13 SR A1A and Sawgrass Village L'Atrium\_Circle AM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Car

Start Time	SR A1A Southbound					L'Atrium Circle Westbound					SR A1A Northbound					Sawgrass Village Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	9	53	2	0	64	5	0	0	1	6	0	60	2	0	62	2	0	1	0	3	135
06:15 AM	14	71	1	0	86	11	0	3	0	14	1	97	3	0	101	0	0	4	0	4	205
06:30 AM	29	111	1	0	141	6	1	1	2	10	2	130	1	0	133	4	0	7	0	11	295
06:45 AM	49	157	2	0	208	7	0	7	0	14	0	177	3	0	180	1	0	9	0	10	412
<b>Total</b>	<b>101</b>	<b>392</b>	<b>6</b>	<b>0</b>	<b>499</b>	<b>29</b>	<b>1</b>	<b>11</b>	<b>3</b>	<b>44</b>	<b>3</b>	<b>464</b>	<b>9</b>	<b>0</b>	<b>476</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>28</b>	<b>1047</b>
07:00 AM	34	139	5	0	178	18	1	5	2	26	1	241	8	0	250	4	0	19	0	23	477
07:15 AM	31	186	1	0	218	11	0	9	0	20	2	284	10	0	296	7	0	12	0	19	553
07:30 AM	62	277	0	0	339	11	1	4	1	17	2	341	10	0	353	4	0	26	0	30	739
07:45 AM	67	348	7	0	422	17	1	11	0	29	4	337	15	0	356	5	1	21	1	28	835
<b>Total</b>	<b>194</b>	<b>950</b>	<b>13</b>	<b>0</b>	<b>1157</b>	<b>57</b>	<b>3</b>	<b>29</b>	<b>3</b>	<b>92</b>	<b>9</b>	<b>1203</b>	<b>43</b>	<b>0</b>	<b>1255</b>	<b>20</b>	<b>1</b>	<b>78</b>	<b>1</b>	<b>100</b>	<b>2604</b>
08:00 AM	52	274	10	0	336	39	4	13	2	58	3	419	19	0	441	14	0	29	1	44	879
08:15 AM	60	318	8	0	386	29	0	13	2	44	1	326	6	2	335	7	1	27	1	36	801
08:30 AM	55	301	7	0	363	15	0	9	2	26	2	389	16	1	408	7	2	28	2	39	836
08:45 AM	61	255	6	0	322	18	4	10	0	32	3	284	25	3	315	8	0	9	0	17	686
<b>Total</b>	<b>228</b>	<b>1148</b>	<b>31</b>	<b>0</b>	<b>1407</b>	<b>101</b>	<b>8</b>	<b>45</b>	<b>6</b>	<b>160</b>	<b>9</b>	<b>1418</b>	<b>66</b>	<b>6</b>	<b>1499</b>	<b>36</b>	<b>3</b>	<b>93</b>	<b>4</b>	<b>136</b>	<b>3202</b>
<b>Grand Total</b>	<b>523</b>	<b>2490</b>	<b>50</b>	<b>0</b>	<b>3063</b>	<b>187</b>	<b>12</b>	<b>85</b>	<b>12</b>	<b>296</b>	<b>21</b>	<b>3085</b>	<b>118</b>	<b>6</b>	<b>3230</b>	<b>63</b>	<b>4</b>	<b>192</b>	<b>5</b>	<b>264</b>	<b>6853</b>
Apprch %	17.1	81.3	1.6	0		63.2	4.1	28.7	4.1		0.7	95.5	3.7	0.2		23.9	1.5	72.7	1.9		
Total %	7.6	36.3	0.7	0	44.7	2.7	0.2	1.2	0.2	4.3	0.3	45	1.7	0.1	47.1	0.9	0.1	2.8	0.1	3.9	

Start Time	SR A1A Southbound				L'Atrium Circle Westbound				SR A1A Northbound				Sawgrass Village Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	<b>67</b>	<b>348</b>	<b>7</b>	<b>422</b>	<b>17</b>	<b>1</b>	<b>11</b>	<b>29</b>	<b>4</b>	<b>337</b>	<b>15</b>	<b>356</b>	<b>5</b>	<b>1</b>	<b>21</b>	<b>27</b>	<b>834</b>
08:00 AM	52	274	10	336	39	4	13	56	3	419	19	441	14	0	29	43	876
08:15 AM	60	318	8	386	29	0	13	42	1	326	6	333	7	1	27	35	796
08:30 AM	55	301	7	363	15	0	9	24	2	389	16	407	7	2	28	37	831
Total Volume	234	1241	32	1507	100	5	46	151	10	1471	56	1537	33	4	105	142	3337
% App. Total	15.5	82.3	2.1		66.2	3.3	30.5		0.7	95.7	3.6		23.2	2.8	73.9		
PHF	.873	.892	.800	.893	.641	.313	.885	.674	.625	.878	.737	.871	.589	.500	.905	.826	.952

Peggy Malone & Associates, Inc.  
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File Name : T13 SR A1A and Sawgrass Village L'Atrium\_Circle AM  
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Groups Printed- Truck

Start Time	SR A1A Southbound					L'Atrium Circle Westbound					SR A1A Northbound					Sawgrass Village Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	2	3	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	9
06:15 AM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
06:30 AM	1	5	0	0	6	0	0	0	0	0	0	3	0	0	3	1	0	2	0	3	12
06:45 AM	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	8
<b>Total</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>35</b>
07:00 AM	3	10	1	0	14	0	0	1	0	1	0	6	0	0	6	0	0	1	0	1	22
07:15 AM	1	8	0	0	9	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	10
07:30 AM	3	6	0	0	9	1	0	0	0	1	1	10	0	0	11	1	0	2	0	3	24
07:45 AM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	15
<b>Total</b>	<b>7</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>71</b>
08:00 AM	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	18
08:15 AM	0	10	1	0	11	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	19
08:30 AM	1	3	1	0	5	0	0	1	0	1	1	6	1	0	8	0	0	1	0	1	15
08:45 AM	1	6	1	0	8	2	0	0	0	2	1	11	0	0	12	0	0	1	0	1	23
<b>Total</b>	<b>2</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>75</b>
<b>Grand Total</b>	<b>14</b>	<b>72</b>	<b>4</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>67</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>15</b>	<b>181</b>
Apprch %	15.6	80	4.4	0		60	0	40	0		4.2	94.4	1.4	0		20	0	80	0		
Total %	7.7	39.8	2.2	0	49.7	1.7	0	1.1	0	2.8	1.7	37	0.6	0	39.2	1.7	0	6.6	0	8.3	

Start Time	SR A1A Southbound				L'Atrium Circle Westbound				SR A1A Northbound				Sawgrass Village Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	6	0	9	1	0	0	1	1	10	0	11	1	0	2	3	24
07:45 AM	0	6	0	6	0	0	0	0	0	7	0	7	0	0	2	2	15
08:00 AM	0	10	0	10	0	0	0	0	0	7	0	7	0	0	1	1	18
08:15 AM	0	10	1	11	0	0	0	0	0	7	0	7	0	0	1	1	19
<b>Total Volume</b>	<b>3</b>	<b>32</b>	<b>1</b>	<b>36</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>76</b>
% App. Total	8.3	88.9	2.8		100	0	0		3.1	96.9	0		14.3	0	85.7		
PHF	.250	.800	.250	.818	.250	.000	.000	.250	.250	.775	.000	.727	.250	.000	.750	.583	.792

Peggy Malone & Associates, Inc.  
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File Name : T13 SR A1A and Sawgrass Village L'Atrium\_Circle AM  
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Groups Printed- Combined

Start Time	SR A1A Southbound					L'Atrium Circle Westbound					SR A1A Northbound					Sawgrass Village Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	11	56	2	0	69	5	0	0	1	6	0	63	2	0	65	2	0	2	0	4	144
06:15 AM	15	73	1	0	89	11	0	3	0	14	1	100	3	0	104	0	0	4	0	4	211
06:30 AM	30	116	1	0	147	6	1	1	2	10	2	133	1	0	136	5	0	9	0	14	307
06:45 AM	50	160	2	0	212	7	0	7	0	14	0	180	3	0	183	2	0	9	0	11	420
<b>Total</b>	<b>106</b>	<b>405</b>	<b>6</b>	<b>0</b>	<b>517</b>	<b>29</b>	<b>1</b>	<b>11</b>	<b>3</b>	<b>44</b>	<b>3</b>	<b>476</b>	<b>9</b>	<b>0</b>	<b>488</b>	<b>9</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>33</b>	<b>1082</b>
07:00 AM	37	149	6	0	192	18	1	6	2	27	1	247	8	0	256	4	0	20	0	24	499
07:15 AM	32	194	1	0	227	11	0	9	0	20	2	285	10	0	297	7	0	12	0	19	563
07:30 AM	65	283	0	0	348	12	1	4	1	18	3	351	10	0	364	5	0	28	0	33	763
07:45 AM	67	354	7	0	428	17	1	11	0	29	4	344	15	0	363	5	1	23	1	30	850
<b>Total</b>	<b>201</b>	<b>980</b>	<b>14</b>	<b>0</b>	<b>1195</b>	<b>58</b>	<b>3</b>	<b>30</b>	<b>3</b>	<b>94</b>	<b>10</b>	<b>1227</b>	<b>43</b>	<b>0</b>	<b>1280</b>	<b>21</b>	<b>1</b>	<b>83</b>	<b>1</b>	<b>106</b>	<b>2675</b>
08:00 AM	52	284	10	0	346	39	4	13	2	58	3	426	19	0	448	14	0	30	1	45	897
08:15 AM	60	328	9	0	397	29	0	13	2	44	1	333	6	2	342	7	1	28	1	37	820
08:30 AM	56	304	8	0	368	15	0	10	2	27	3	395	17	1	416	7	2	29	2	40	851
08:45 AM	62	261	7	0	330	20	4	10	0	34	4	295	25	3	327	8	0	10	0	18	709
<b>Total</b>	<b>230</b>	<b>1177</b>	<b>34</b>	<b>0</b>	<b>1441</b>	<b>103</b>	<b>8</b>	<b>46</b>	<b>6</b>	<b>163</b>	<b>11</b>	<b>1449</b>	<b>67</b>	<b>6</b>	<b>1533</b>	<b>36</b>	<b>3</b>	<b>97</b>	<b>4</b>	<b>140</b>	<b>3277</b>
<b>Grand Total</b>	<b>537</b>	<b>2562</b>	<b>54</b>	<b>0</b>	<b>3153</b>	<b>190</b>	<b>12</b>	<b>87</b>	<b>12</b>	<b>301</b>	<b>24</b>	<b>3152</b>	<b>119</b>	<b>6</b>	<b>3301</b>	<b>66</b>	<b>4</b>	<b>204</b>	<b>5</b>	<b>279</b>	<b>7034</b>
Apprch %	17	81.3	1.7	0		63.1	4	28.9	4		0.7	95.5	3.6	0.2		23.7	1.4	73.1	1.8		
Total %	7.6	36.4	0.8	0	44.8	2.7	0.2	1.2	0.2	4.3	0.3	44.8	1.7	0.1	46.9	0.9	0.1	2.9	0.1	4	

Start Time	SR A1A Southbound				L'Atrium Circle Westbound				SR A1A Northbound				Sawgrass Village Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	<b>67</b>	<b>354</b>	<b>7</b>	<b>428</b>	17	1	11	29	<b>4</b>	344	15	363	5	1	23	29	849
08:00 AM	52	284	10	346	39	4	13	56	3	426	19	448	14	0	30	44	894
08:15 AM	60	328	9	397	29	0	13	42	1	333	6	340	7	1	28	36	815
08:30 AM	56	304	8	368	15	0	10	25	3	395	17	415	7	2	29	38	846
Total Volume	235	1270	34	1539	100	5	47	152	11	1498	57	1566	33	4	110	147	3404
% App. Total	15.3	82.5	2.2		65.8	3.3	30.9		0.7	95.7	3.6		22.4	2.7	74.8		
PHF	.877	.897	.850	.899	.641	.313	.904	.679	.688	.879	.750	.874	.589	.500	.917	.835	.952



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File Name : T13 SR A1A and Sawgrass Village L'Atrium\_Circle PM  
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Groups Printed- Car

Start Time	SR A1A Southbound					L'Atrium Circle Westbound					SR A1A Northbound					Sawgrass Village Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	64	331	13	0	408	13	1	3	0	17	3	338	26	0	367	36	5	49	3	93	885
04:15 PM	48	319	23	0	390	9	7	4	0	20	12	345	24	0	381	24	8	47	0	79	870
04:30 PM	69	346	13	0	428	5	5	7	0	17	5	310	21	1	337	37	4	65	3	109	891
04:45 PM	58	363	13	0	434	10	3	8	0	21	9	305	29	2	345	37	9	68	2	116	916
Total	239	1359	62	0	1660	37	16	22	0	75	29	1298	100	3	1430	134	26	229	8	397	3562
05:00 PM	72	340	13	0	425	12	2	7	0	21	11	353	28	3	395	40	2	99	0	141	982
05:15 PM	63	362	14	0	439	7	6	4	0	17	15	384	25	0	424	46	1	77	0	124	1004
05:30 PM	75	363	17	0	455	11	5	8	0	24	7	363	27	0	397	35	10	75	0	120	996
05:45 PM	76	325	18	0	419	19	2	7	0	28	15	355	20	1	391	33	5	57	0	95	933
Total	286	1390	62	0	1738	49	15	26	0	90	48	1455	100	4	1607	154	18	308	0	480	3915
06:00 PM	69	334	18	0	421	4	2	5	1	12	8	308	19	6	341	34	5	64	0	103	877
06:15 PM	74	274	12	0	360	8	4	5	0	17	7	250	14	6	277	34	6	65	0	105	759
06:30 PM	53	320	15	0	388	9	6	4	0	19	9	213	8	0	230	34	5	37	0	76	713
06:45 PM	40	253	10	0	303	5	1	1	0	7	5	223	14	0	242	21	9	32	0	62	614
Total	236	1181	55	0	1472	26	13	15	1	55	29	994	55	12	1090	123	25	198	0	346	2963
Grand Total	761	3930	179	0	4870	112	44	63	1	220	106	3747	255	19	4127	411	69	735	8	1223	10440
Apprch %	15.6	80.7	3.7	0		50.9	20	28.6	0.5		2.6	90.8	6.2	0.5		33.6	5.6	60.1	0.7		
Total %	7.3	37.6	1.7	0	46.6	1.1	0.4	0.6	0	2.1	1	35.9	2.4	0.2	39.5	3.9	0.7	7	0.1	11.7	

Start Time	SR A1A Southbound				L'Atrium Circle Westbound				SR A1A Northbound				Sawgrass Village Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	72	340	13	425	12	2	7	21	11	353	<b>28</b>	392	40	2	<b>99</b>	<b>141</b>	979
05:15 PM	63	362	14	439	7	<b>6</b>	4	17	<b>15</b>	<b>384</b>	25	<b>424</b>	<b>46</b>	1	77	124	<b>1004</b>
05:30 PM	75	<b>363</b>	17	<b>455</b>	11	5	<b>8</b>	24	7	363	27	397	35	<b>10</b>	75	120	996
05:45 PM	<b>76</b>	325	<b>18</b>	419	<b>19</b>	2	7	<b>28</b>	15	355	20	390	33	5	57	95	932
Total Volume	286	1390	62	1738	49	15	26	90	48	1455	100	1603	154	18	308	480	3911
% App. Total	16.5	80	3.6		54.4	16.7	28.9		3	90.8	6.2		32.1	3.8	64.2		
PHF	.941	.957	.861	.955	.645	.625	.813	.804	.800	.947	.893	.945	.837	.450	.778	.851	.974

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Groups Printed- Truck

Start Time	SR A1A Southbound					L'Atrium Circle Westbound					SR A1A Northbound					Sawgrass Village Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	3	0	0	3	0	0	0	0	0	2	9	0	0	11	0	0	0	0	0	14
04:15 PM	0	8	0	0	8	3	0	0	0	3	0	13	0	0	13	0	0	0	0	0	24
04:30 PM	0	8	1	0	9	1	0	0	0	1	0	10	0	0	10	1	0	0	0	1	21
04:45 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	1	20	1	0	22	4	0	0	0	4	2	34	0	0	36	1	0	0	0	1	63
05:00 PM	0	1	1	0	2	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	7
05:15 PM	1	0	0	0	1	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	5
05:30 PM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	8
Total	1	6	1	0	8	2	0	1	0	3	0	11	1	0	12	2	0	0	0	2	25
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	8
Grand Total	2	31	2	0	35	6	0	1	0	7	2	47	1	0	50	3	0	1	0	4	96
Apprch %	5.7	88.6	5.7	0		85.7	0	14.3	0		4	94	2	0		75	0	25	0		
Total %	2.1	32.3	2.1	0	36.5	6.2	0	1	0	7.3	2.1	49	1	0	52.1	3.1	0	1	0	4.2	

Start Time	SR A1A Southbound				L'Atrium Circle Westbound				SR A1A Northbound				Sawgrass Village Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	3	0	3	0	0	0	0	2	9	0	11	0	0	0	0	14
04:15 PM	0	8	0	8	3	0	0	3	0	13	0	13	0	0	0	24	
04:30 PM	0	8	1	9	1	0	0	1	0	10	0	10	1	0	0	21	
04:45 PM	1	1	0	2	0	0	0	0	0	2	0	2	0	0	0	4	
Total Volume	1	20	1	22	4	0	0	4	2	34	0	36	1	0	0	63	
% App. Total	4.5	90.9	4.5		100	0	0		5.6	94.4	0		100	0	0		
PHF	.250	.625	.250	.611	.333	.000	.000	.333	.250	.654	.000	.692	.250	.000	.000	.250	.656

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Start Time	SR A1A Southbound					L'Atrium Circle Westbound					SR A1A Northbound					Sawgrass Village Dr. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	64	334	13	0	411	13	1	3	0	17	5	347	26	0	378	36	5	49	3	93	899
04:15 PM	48	327	23	0	398	12	7	4	0	23	12	358	24	0	394	24	8	47	0	79	894
04:30 PM	69	354	14	0	437	6	5	7	0	18	5	320	21	1	347	38	4	65	3	110	912
04:45 PM	59	364	13	0	436	10	3	8	0	21	9	307	29	2	347	37	9	68	2	116	920
Total	240	1379	63	0	1682	41	16	22	0	79	31	1332	100	3	1466	135	26	229	8	398	3625
05:00 PM	72	341	14	0	427	12	2	8	0	22	11	356	29	3	399	40	2	99	0	141	989
05:15 PM	64	362	14	0	440	8	6	4	0	18	15	386	25	0	426	47	1	77	0	125	1009
05:30 PM	75	365	17	0	457	12	5	8	0	25	7	365	27	0	399	35	10	75	0	120	1001
05:45 PM	76	328	18	0	422	19	2	7	0	28	15	359	20	1	395	34	5	57	0	96	941
Total	287	1396	63	0	1746	51	15	27	0	93	48	1466	101	4	1619	156	18	308	0	482	3940
06:00 PM	69	335	18	0	422	4	2	5	1	12	8	309	19	6	342	34	5	65	0	104	880
06:15 PM	74	274	12	0	360	8	4	5	0	17	7	250	14	6	277	34	6	65	0	105	759
06:30 PM	53	324	15	0	392	9	6	4	0	19	9	214	8	0	231	34	5	37	0	76	718
06:45 PM	40	253	10	0	303	5	1	1	0	7	5	223	14	0	242	21	9	32	0	62	614
Total	236	1186	55	0	1477	26	13	15	1	55	29	996	55	12	1092	123	25	199	0	347	2971
Grand Total	763	3961	181	0	4905	118	44	64	1	227	108	3794	256	19	4177	414	69	736	8	1227	10536
Apprch %	15.6	80.8	3.7	0		52	19.4	28.2	0.4		2.6	90.8	6.1	0.5		33.7	5.6	60	0.7		
Total %	7.2	37.6	1.7	0	46.6	1.1	0.4	0.6	0	2.2	1	36	2.4	0.2	39.6	3.9	0.7	7	0.1	11.6	

Start Time	SR A1A Southbound				L'Atrium Circle Westbound				SR A1A Northbound				Sawgrass Village Dr. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
05:00 PM	72	341	14	427	12	2	8	22	11	356	29	396	40	2	99	141	986
05:15 PM	64	362	14	440	8	6	4	18	15	386	25	426	47	1	77	125	1009
05:30 PM	75	365	17	457	12	5	8	25	7	365	27	399	35	10	75	120	1001
05:45 PM	76	328	18	422	19	2	7	28	15	359	20	394	34	5	57	96	940
Total Volume	287	1396	63	1746	51	15	27	93	48	1466	101	1615	156	18	308	482	3936
% App. Total	16.4	80	3.6		54.8	16.1	29		3	90.8	6.3		32.4	3.7	63.9		
PHF	.944	.956	.875	.955	.671	.625	.844	.830	.800	.949	.871	.948	.830	.450	.778	.855	.975

# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : T14-SR A1A and TPC\_Country Club Blvd. AM  
 Site Code :  
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 Groups Printed- Car

Start Time	SR A1A Southbound					Country Club Blvd. Westbound					SR A1A Northbound					TPC Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	5	45	0	0	50	1	0	0	0	1	0	66	4	0	70	4	0	2	0	6	127
06:15 AM	2	62	3	0	67	4	0	2	0	6	1	97	6	0	104	9	2	5	0	16	193
06:30 AM	10	99	5	0	114	9	1	2	0	12	1	125	6	0	132	6	0	4	1	11	269
06:45 AM	10	146	5	0	161	9	0	3	0	12	2	159	12	0	173	16	2	9	0	27	373
<b>Total</b>	<b>27</b>	<b>352</b>	<b>13</b>	<b>0</b>	<b>392</b>	<b>23</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>31</b>	<b>4</b>	<b>447</b>	<b>28</b>	<b>0</b>	<b>479</b>	<b>35</b>	<b>4</b>	<b>20</b>	<b>1</b>	<b>60</b>	<b>962</b>
07:00 AM	9	127	4	0	140	9	0	5	1	15	2	229	28	1	260	26	3	9	0	38	453
07:15 AM	11	203	2	0	216	11	1	4	1	17	5	264	23	0	292	30	1	22	0	53	578
07:30 AM	9	267	9	0	285	22	3	7	1	33	2	338	32	1	373	25	1	10	0	36	727
07:45 AM	20	309	19	0	348	17	5	8	2	32	3	321	50	2	376	44	10	20	1	75	831
<b>Total</b>	<b>49</b>	<b>906</b>	<b>34</b>	<b>0</b>	<b>989</b>	<b>59</b>	<b>9</b>	<b>24</b>	<b>5</b>	<b>97</b>	<b>12</b>	<b>1152</b>	<b>133</b>	<b>4</b>	<b>1301</b>	<b>125</b>	<b>15</b>	<b>61</b>	<b>1</b>	<b>202</b>	<b>2589</b>
08:00 AM	10	289	7	0	306	21	5	9	0	35	4	412	58	0	474	58	9	23	1	91	906
08:15 AM	14	320	13	0	347	20	5	6	0	31	5	340	59	0	404	63	3	17	0	83	865
08:30 AM	15	284	11	0	310	15	1	9	1	26	5	325	68	1	399	52	4	17	1	74	809
08:45 AM	18	263	8	0	289	12	3	6	0	21	4	277	59	1	341	58	5	14	3	80	731
<b>Total</b>	<b>57</b>	<b>1156</b>	<b>39</b>	<b>0</b>	<b>1252</b>	<b>68</b>	<b>14</b>	<b>30</b>	<b>1</b>	<b>113</b>	<b>18</b>	<b>1354</b>	<b>244</b>	<b>2</b>	<b>1618</b>	<b>231</b>	<b>21</b>	<b>71</b>	<b>5</b>	<b>328</b>	<b>3311</b>
<b>Grand Total</b>	<b>133</b>	<b>2414</b>	<b>86</b>	<b>0</b>	<b>2633</b>	<b>150</b>	<b>24</b>	<b>61</b>	<b>6</b>	<b>241</b>	<b>34</b>	<b>2953</b>	<b>405</b>	<b>6</b>	<b>3398</b>	<b>391</b>	<b>40</b>	<b>152</b>	<b>7</b>	<b>590</b>	<b>6862</b>
Apprch %	5.1	91.7	3.3	0		62.2	10	25.3	2.5		1	86.9	11.9	0.2		66.3	6.8	25.8	1.2		
Total %	1.9	35.2	1.3	0	38.4	2.2	0.3	0.9	0.1	3.5	0.5	43	5.9	0.1	49.5	5.7	0.6	2.2	0.1	8.6	

Start Time	SR A1A Southbound				Country Club Blvd. Westbound				SR A1A Northbound				TPC Blvd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	<b>20</b>	309	<b>19</b>	<b>348</b>	17	<b>5</b>	8	30	3	321	50	374	44	<b>10</b>	20	74	826
08:00 AM	10	289	7	306	<b>21</b>	5	<b>9</b>	<b>35</b>	4	<b>412</b>	58	<b>474</b>	58	9	<b>23</b>	<b>90</b>	<b>905</b>
08:15 AM	14	<b>320</b>	13	347	20	5	6	31	<b>5</b>	340	59	404	<b>63</b>	3	17	83	865
08:30 AM	15	284	11	310	15	1	9	25	5	325	<b>68</b>	398	52	4	17	73	806
Total Volume	59	1202	50	1311	73	16	32	121	17	1398	235	1650	217	26	77	320	3402
% App. Total	4.5	91.7	3.8		60.3	13.2	26.4		1	84.7	14.2		67.8	8.1	24.1		
PHF	.738	.939	.658	.942	.869	.800	.889	.864	.850	.848	.864	.870	.861	.650	.837	.889	.940

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File Name : T14-SR A1A and TPC\_Country Club Blvd. AM  
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Groups Printed- Truck

Start Time	SR A1A Southbound					Country Club Blvd. Westbound					SR A1A Northbound					TPC Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
06:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	7
06:30 AM	1	5	0	0	6	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	10
06:45 AM	2	2	0	0	4	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	9
<b>Total</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>33</b>
07:00 AM	1	10	0	0	11	0	0	1	0	1	0	5	0	0	5	1	0	1	0	2	19
07:15 AM	1	7	0	0	8	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	10
07:30 AM	1	6	0	0	7	1	0	0	0	1	1	9	2	0	12	1	0	1	0	2	22
07:45 AM	0	6	0	0	6	0	0	0	0	0	0	6	1	0	7	2	0	1	0	3	16
<b>Total</b>	<b>3</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>67</b>
08:00 AM	1	7	0	0	8	0	0	0	0	0	0	7	3	0	10	0	0	0	0	0	18
08:15 AM	3	8	0	0	11	0	0	0	0	0	0	7	0	0	7	3	0	0	0	3	21
08:30 AM	1	3	0	0	4	0	0	0	0	0	1	7	3	0	11	1	0	1	0	2	17
08:45 AM	0	6	1	0	7	1	0	1	0	2	0	9	2	0	11	2	0	1	0	3	23
<b>Total</b>	<b>5</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>8</b>	<b>0</b>	<b>39</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>79</b>
<b>Grand Total</b>	<b>11</b>	<b>65</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>65</b>	<b>13</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>179</b>
Apprch %	14.3	84.4	1.3	0		50	0	50	0		2.5	81.2	16.2	0		66.7	0	33.3	0		
Total %	6.1	36.3	0.6	0	43	1.1	0	1.1	0	2.2	1.1	36.3	7.3	0	44.7	6.7	0	3.4	0	10.1	

Start Time	SR A1A Southbound				Country Club Blvd. Westbound				SR A1A Northbound				TPC Blvd. Eastbound				Int. Total				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total					
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	7	0	8	0	0	0	0	0	0	7	3	10	0	0	0	0	0	0	0	18
08:15 AM	3	8	0	11	0	0	0	0	0	0	7	0	7	3	0	0	0	0	3	3	21
08:30 AM	1	3	0	4	0	0	0	0	0	0	1	7	3	11	1	0	1	0	2	2	17
08:45 AM	0	6	1	7	1	0	1	2	0	0	9	2	11	2	0	1	0	1	3	3	23
<b>Total Volume</b>	<b>5</b>	<b>24</b>	<b>1</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>8</b>	<b>39</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>79</b>	
% App. Total	16.7	80	3.3		50	0	50		2.6	76.9	20.5		75	0	25						
PHF	.417	.750	.250	.682	.250	.000	.250	.250	.250	.833	.667	.886	.500	.000	.500	.667					.859

Peggy Malone & Associates, Inc.  
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File Name : T14-SR A1A and TPC\_Country Club Blvd. AM  
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Groups Printed- Combined

Start Time	SR A1A Southbound					Country Club Blvd. Westbound					SR A1A Northbound					TPC Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	5	48	0	0	53	1	0	0	0	1	0	70	4	0	74	4	0	2	0	6	134
06:15 AM	2	64	3	0	69	4	0	2	0	6	1	101	6	0	108	9	2	6	0	17	200
06:30 AM	11	104	5	0	120	9	1	2	0	12	1	128	7	0	136	6	0	4	1	11	279
06:45 AM	12	148	5	0	165	9	0	3	0	12	2	162	13	0	177	17	2	9	0	28	382
<b>Total</b>	<b>30</b>	<b>364</b>	<b>13</b>	<b>0</b>	<b>407</b>	<b>23</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>31</b>	<b>4</b>	<b>461</b>	<b>30</b>	<b>0</b>	<b>495</b>	<b>36</b>	<b>4</b>	<b>21</b>	<b>1</b>	<b>62</b>	<b>995</b>
07:00 AM	10	137	4	0	151	9	0	6	1	16	2	234	28	1	265	27	3	10	0	40	472
07:15 AM	12	210	2	0	224	11	1	4	1	17	5	265	23	0	293	31	1	22	0	54	588
07:30 AM	10	273	9	0	292	23	3	7	1	34	3	347	34	1	385	26	1	11	0	38	749
07:45 AM	20	315	19	0	354	17	5	8	2	32	3	327	51	2	383	46	10	21	1	78	847
<b>Total</b>	<b>52</b>	<b>935</b>	<b>34</b>	<b>0</b>	<b>1021</b>	<b>60</b>	<b>9</b>	<b>25</b>	<b>5</b>	<b>99</b>	<b>13</b>	<b>1173</b>	<b>136</b>	<b>4</b>	<b>1326</b>	<b>130</b>	<b>15</b>	<b>64</b>	<b>1</b>	<b>210</b>	<b>2656</b>
08:00 AM	11	296	7	0	314	21	5	9	0	35	4	419	61	0	484	58	9	23	1	91	924
08:15 AM	17	328	13	0	358	20	5	6	0	31	5	347	59	0	411	66	3	17	0	86	886
08:30 AM	16	287	11	0	314	15	1	9	1	26	6	332	71	1	410	53	4	18	1	76	826
08:45 AM	18	269	9	0	296	13	3	7	0	23	4	286	61	1	352	60	5	15	3	83	754
<b>Total</b>	<b>62</b>	<b>1180</b>	<b>40</b>	<b>0</b>	<b>1282</b>	<b>69</b>	<b>14</b>	<b>31</b>	<b>1</b>	<b>115</b>	<b>19</b>	<b>1384</b>	<b>252</b>	<b>2</b>	<b>1657</b>	<b>237</b>	<b>21</b>	<b>73</b>	<b>5</b>	<b>336</b>	<b>3390</b>
<b>Grand Total</b>	<b>144</b>	<b>2479</b>	<b>87</b>	<b>0</b>	<b>2710</b>	<b>152</b>	<b>24</b>	<b>63</b>	<b>6</b>	<b>245</b>	<b>36</b>	<b>3018</b>	<b>418</b>	<b>6</b>	<b>3478</b>	<b>403</b>	<b>40</b>	<b>158</b>	<b>7</b>	<b>608</b>	<b>7041</b>
Apprch %	5.3	91.5	3.2	0		62	9.8	25.7	2.4		1	86.8	12	0.2		66.3	6.6	26	1.2		
Total %	2	35.2	1.2	0	38.5	2.2	0.3	0.9	0.1	3.5	0.5	42.9	5.9	0.1	49.4	5.7	0.6	2.2	0.1	8.6	

Start Time	SR A1A Southbound				Country Club Blvd. Westbound				SR A1A Northbound				TPC Blvd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	<b>20</b>	315	<b>19</b>	354	17	<b>5</b>	8	30	3	327	51	381	46	<b>10</b>	21	77	842
08:00 AM	11	296	7	314	<b>21</b>	5	<b>9</b>	<b>35</b>	4	<b>419</b>	61	<b>484</b>	58	9	<b>23</b>	<b>90</b>	<b>923</b>
08:15 AM	17	<b>328</b>	13	<b>358</b>	20	5	6	31	5	347	59	411	<b>66</b>	3	17	86	886
08:30 AM	16	287	11	314	15	1	9	25	<b>6</b>	332	<b>71</b>	409	53	4	18	75	823
Total Volume	64	1226	50	1340	73	16	32	121	18	1425	242	1685	223	26	79	328	3474
% App. Total	4.8	91.5	3.7		60.3	13.2	26.4		1.1	84.6	14.4		68	7.9	24.1		
PHF	.800	.934	.658	.936	.869	.800	.889	.864	.750	.850	.852	.870	.845	.650	.859	.911	.941

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Start Time	SR A1A Southbound					Country Club Blvd. Westbound					SR A1A Northbound					TPC Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	23	336	13	0	372	17	9	9	1	36	8	319	61	1	389	54	6	28	4	92	889
04:15 PM	19	306	23	0	348	10	9	5	0	24	9	321	67	0	397	60	5	17	1	83	852
04:30 PM	18	338	14	0	370	17	10	9	0	36	14	286	60	0	360	65	0	32	1	98	864
04:45 PM	20	359	15	0	394	14	8	8	0	30	4	302	56	0	362	75	0	20	2	97	883
<b>Total</b>	<b>80</b>	<b>1339</b>	<b>65</b>	<b>0</b>	<b>1484</b>	<b>58</b>	<b>36</b>	<b>31</b>	<b>1</b>	<b>126</b>	<b>35</b>	<b>1228</b>	<b>244</b>	<b>1</b>	<b>1508</b>	<b>254</b>	<b>11</b>	<b>97</b>	<b>8</b>	<b>370</b>	<b>3488</b>
05:00 PM	16	346	23	0	385	22	15	7	0	44	6	367	65	0	438	81	10	28	0	119	986
05:15 PM	19	382	18	0	419	17	10	6	0	33	5	364	72	0	441	88	11	29	0	128	1021
05:30 PM	12	391	18	0	421	16	11	3	0	30	5	339	53	0	397	76	13	36	0	125	973
05:45 PM	17	329	23	0	369	15	4	9	0	28	6	346	59	0	411	72	3	25	1	101	909
<b>Total</b>	<b>64</b>	<b>1448</b>	<b>82</b>	<b>0</b>	<b>1594</b>	<b>70</b>	<b>40</b>	<b>25</b>	<b>0</b>	<b>135</b>	<b>22</b>	<b>1416</b>	<b>249</b>	<b>0</b>	<b>1687</b>	<b>317</b>	<b>37</b>	<b>118</b>	<b>1</b>	<b>473</b>	<b>3889</b>
06:00 PM	21	337	17	0	375	14	10	4	0	28	6	287	55	0	348	52	10	30	2	94	845
06:15 PM	8	279	15	0	302	9	7	8	0	24	8	242	56	0	306	60	8	33	0	101	733
06:30 PM	28	320	16	0	364	12	10	7	0	29	6	202	40	0	248	35	8	17	1	61	702
06:45 PM	12	257	10	0	279	6	4	3	0	13	4	197	38	0	239	39	5	24	0	68	599
<b>Total</b>	<b>69</b>	<b>1193</b>	<b>58</b>	<b>0</b>	<b>1320</b>	<b>41</b>	<b>31</b>	<b>22</b>	<b>0</b>	<b>94</b>	<b>24</b>	<b>928</b>	<b>189</b>	<b>0</b>	<b>1141</b>	<b>186</b>	<b>31</b>	<b>104</b>	<b>3</b>	<b>324</b>	<b>2879</b>
<b>Grand Total</b>	<b>213</b>	<b>3980</b>	<b>205</b>	<b>0</b>	<b>4398</b>	<b>169</b>	<b>107</b>	<b>78</b>	<b>1</b>	<b>355</b>	<b>81</b>	<b>3572</b>	<b>682</b>	<b>1</b>	<b>4336</b>	<b>757</b>	<b>79</b>	<b>319</b>	<b>12</b>	<b>1167</b>	<b>10256</b>
Apprch %	4.8	90.5	4.7	0		47.6	30.1	22	0.3		1.9	82.4	15.7	0		64.9	6.8	27.3	1		
Total %	2.1	38.8	2	0	42.9	1.6	1	0.8	0	3.5	0.8	34.8	6.6	0	42.3	7.4	0.8	3.1	0.1	11.4	

Start Time	SR A1A Southbound				Country Club Blvd. Westbound				SR A1A Northbound				TPC Blvd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	16	346	<b>23</b>	385	<b>22</b>	<b>15</b>	7	<b>44</b>	<b>6</b>	<b>367</b>	65	438	81	10	28	119	986
05:15 PM	<b>19</b>	382	18	419	17	10	6	33	5	364	<b>72</b>	<b>441</b>	<b>88</b>	11	29	<b>128</b>	<b>1021</b>
05:30 PM	12	<b>391</b>	18	<b>421</b>	16	11	3	30	5	339	53	397	76	<b>13</b>	<b>36</b>	125	973
05:45 PM	17	329	23	369	15	4	<b>9</b>	28	6	346	59	411	72	3	25	100	908
Total Volume	64	1448	82	1594	70	40	25	135	22	1416	249	1687	317	37	118	472	3888
% App. Total	4	90.8	5.1		51.9	29.6	18.5		1.3	83.9	14.8		67.2	7.8	25		
PHF	.842	.926	.891	.947	.795	.667	.694	.767	.917	.965	.865	.956	.901	.712	.819	.922	.952

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File Name : T14-SR A1A and TPC\_Country Club Blvd. PM  
Site Code :  
Start Date : 12/8/2015  
Page No : 1  
Groups Printed- Truck

Start Time	SR A1A Southbound					Country Club Blvd. Westbound					SR A1A Northbound					TPC Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	2	0	2	0	4	16
04:15 PM	0	8	0	0	8	0	0	1	0	1	0	10	1	0	11	3	0	1	0	4	24
04:30 PM	0	8	0	0	8	0	0	0	0	0	0	6	1	0	7	1	0	1	0	2	17
04:45 PM	0	0	0	0	0	2	0	0	0	2	0	2	1	0	3	1	0	0	0	1	6
Total	0	19	0	0	19	2	0	1	0	3	0	27	3	0	30	7	0	4	0	11	63
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7	0	0	0	7	13
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	7
Total	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	8	0	2	0	10	29
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:30 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	2	2	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	8
Grand Total	2	31	0	0	33	2	0	1	0	3	0	39	3	0	42	16	0	6	0	22	100
Apprch %	6.1	93.9	0	0		66.7	0	33.3	0		0	92.9	7.1	0		72.7	0	27.3	0		
Total %	2	31	0	0	33	2	0	1	0	3	0	39	3	0	42	16	0	6	0	22	

Start Time	SR A1A Southbound				Country Club Blvd. Westbound				SR A1A Northbound				TPC Blvd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:00 PM	0	3	0	3	0	0	0	0	0	9	0	9	2	0	2	4	16
04:15 PM	0	8	0	8	0	0	1	1	0	10	1	11	3	0	1	4	24
04:30 PM	0	8	0	8	0	0	0	0	0	6	1	7	1	0	1	2	17
04:45 PM	0	0	0	0	2	0	0	2	0	2	1	3	1	0	0	1	6
Total Volume	0	19	0	19	2	0	1	3	0	27	3	30	7	0	4	11	63
% App. Total	0	100	0		66.7	0	33.3		0	90	10		63.6	0	36.4		
PHF	.000	.594	.000	.594	.250	.000	.250	.375	.000	.675	.750	.682	.583	.000	.500	.688	.656

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 04:00 PM



Peggy Malone & Associates, Inc.  
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File Name : T14-SR A1A and TPC\_Country Club Blvd. PM  
Site Code :  
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Groups Printed- Combined

Start Time	SR A1A Southbound					Country Club Blvd. Westbound					SR A1A Northbound					TPC Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	23	339	13	0	375	17	9	9	1	36	8	328	61	1	398	56	6	30	4	96	905
04:15 PM	19	314	23	0	356	10	9	6	0	25	9	331	68	0	408	63	5	18	1	87	876
04:30 PM	18	346	14	0	378	17	10	9	0	36	14	292	61	0	367	66	0	33	1	100	881
04:45 PM	20	359	15	0	394	16	8	8	0	32	4	304	57	0	365	76	0	20	2	98	889
<b>Total</b>	<b>80</b>	<b>1358</b>	<b>65</b>	<b>0</b>	<b>1503</b>	<b>60</b>	<b>36</b>	<b>32</b>	<b>1</b>	<b>129</b>	<b>35</b>	<b>1255</b>	<b>247</b>	<b>1</b>	<b>1538</b>	<b>261</b>	<b>11</b>	<b>101</b>	<b>8</b>	<b>381</b>	<b>3551</b>
05:00 PM	16	348	23	0	387	22	15	7	0	44	6	371	65	0	442	88	10	28	0	126	999
05:15 PM	19	383	18	0	420	17	10	6	0	33	5	366	72	0	443	89	11	29	0	129	1025
05:30 PM	12	395	18	0	425	16	11	3	0	30	5	340	53	0	398	76	13	36	0	125	978
05:45 PM	17	332	23	0	372	15	4	9	0	28	6	348	59	0	413	72	3	27	1	103	916
<b>Total</b>	<b>64</b>	<b>1458</b>	<b>82</b>	<b>0</b>	<b>1604</b>	<b>70</b>	<b>40</b>	<b>25</b>	<b>0</b>	<b>135</b>	<b>22</b>	<b>1425</b>	<b>249</b>	<b>0</b>	<b>1696</b>	<b>325</b>	<b>37</b>	<b>120</b>	<b>1</b>	<b>483</b>	<b>3918</b>
06:00 PM	21	337	17	0	375	14	10	4	0	28	6	287	55	0	348	53	10	30	2	95	846
06:15 PM	8	280	15	0	303	9	7	8	0	24	8	243	56	0	307	60	8	33	0	101	735
06:30 PM	30	321	16	0	367	12	10	7	0	29	6	203	40	0	249	35	8	17	1	61	706
06:45 PM	12	257	10	0	279	6	4	3	0	13	4	198	38	0	240	39	5	24	0	68	600
<b>Total</b>	<b>71</b>	<b>1195</b>	<b>58</b>	<b>0</b>	<b>1324</b>	<b>41</b>	<b>31</b>	<b>22</b>	<b>0</b>	<b>94</b>	<b>24</b>	<b>931</b>	<b>189</b>	<b>0</b>	<b>1144</b>	<b>187</b>	<b>31</b>	<b>104</b>	<b>3</b>	<b>325</b>	<b>2887</b>
<b>Grand Total</b>	<b>215</b>	<b>4011</b>	<b>205</b>	<b>0</b>	<b>4431</b>	<b>171</b>	<b>107</b>	<b>79</b>	<b>1</b>	<b>358</b>	<b>81</b>	<b>3611</b>	<b>685</b>	<b>1</b>	<b>4378</b>	<b>773</b>	<b>79</b>	<b>325</b>	<b>12</b>	<b>1189</b>	<b>10356</b>
Apprch %	4.9	90.5	4.6	0		47.8	29.9	22.1	0.3		1.9	82.5	15.6	0		65	6.6	27.3	1		
Total %	2.1	38.7	2	0	42.8	1.7	1	0.8	0	3.5	0.8	34.9	6.6	0	42.3	7.5	0.8	3.1	0.1	11.5	

Start Time	SR A1A Southbound				Country Club Blvd. Westbound				SR A1A Northbound				TPC Blvd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	16	348	<b>23</b>	387	<b>22</b>	<b>15</b>	7	<b>44</b>	<b>6</b>	<b>371</b>	65	442	88	10	28	126	999
05:15 PM	<b>19</b>	383	18	420	17	10	6	33	5	366	<b>72</b>	<b>443</b>	<b>89</b>	11	29	<b>129</b>	<b>1025</b>
05:30 PM	12	<b>395</b>	18	<b>425</b>	16	11	3	30	5	340	53	398	76	<b>13</b>	<b>36</b>	125	978
05:45 PM	17	332	23	372	15	4	<b>9</b>	28	6	348	59	413	72	3	27	102	915
Total Volume	64	1458	82	1604	70	40	25	135	22	1425	249	1696	325	37	120	482	3917
% App. Total	4	90.9	5.1		51.9	29.6	18.5		1.3	84	14.7		67.4	7.7	24.9		
PHF	.842	.923	.891	.944	.795	.667	.694	.767	.917	.960	.865	.957	.913	.712	.833	.934	.955

Peggy Malone & Associates, Inc.  
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File Name : T15-SR A1A and ATP Tour Blvd. AM  
Site Code :  
Start Date : 12/8/2015  
Page No : 1

Groups Printed- Car

Start Time	SR A1A Southbound					SR A1A Northbound				ATP Tour Blvd. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:00 AM	4	46	0	0	50	66	4	2	72	5	3	2	10	132
06:15 AM	8	66	0	0	74	90	6	0	96	4	9	0	13	183
06:30 AM	10	97	0	0	107	125	4	0	129	14	13	0	27	263
06:45 AM	20	140	0	0	160	174	6	0	180	4	8	0	12	352
<b>Total</b>	<b>42</b>	<b>349</b>	<b>0</b>	<b>0</b>	<b>391</b>	<b>455</b>	<b>20</b>	<b>2</b>	<b>477</b>	<b>27</b>	<b>33</b>	<b>2</b>	<b>62</b>	<b>930</b>
07:00 AM	17	117	0	0	134	225	10	0	235	15	20	1	36	405
07:15 AM	14	218	0	0	232	289	10	0	299	11	10	0	21	552
07:30 AM	22	230	0	0	252	367	14	0	381	13	26	1	40	673
07:45 AM	44	278	0	0	322	368	22	0	390	11	25	0	36	748
<b>Total</b>	<b>97</b>	<b>843</b>	<b>0</b>	<b>0</b>	<b>940</b>	<b>1249</b>	<b>56</b>	<b>0</b>	<b>1305</b>	<b>50</b>	<b>81</b>	<b>2</b>	<b>133</b>	<b>2378</b>
08:00 AM	64	260	0	0	324	431	30	0	461	27	67	0	94	879
08:15 AM	35	305	0	0	340	399	22	0	421	24	53	1	78	839
08:30 AM	38	259	0	0	297	311	18	0	329	17	25	1	43	669
08:45 AM	54	244	0	0	298	341	26	0	367	23	24	0	47	712
<b>Total</b>	<b>191</b>	<b>1068</b>	<b>0</b>	<b>0</b>	<b>1259</b>	<b>1482</b>	<b>96</b>	<b>0</b>	<b>1578</b>	<b>91</b>	<b>169</b>	<b>2</b>	<b>262</b>	<b>3099</b>
<b>Grand Total</b>	<b>330</b>	<b>2260</b>	<b>0</b>	<b>0</b>	<b>2590</b>	<b>3186</b>	<b>172</b>	<b>2</b>	<b>3360</b>	<b>168</b>	<b>283</b>	<b>6</b>	<b>457</b>	<b>6407</b>
Apprch %	12.7	87.3	0	0		94.8	5.1	0.1		36.8	61.9	1.3		
Total %	5.2	35.3	0	0	40.4	49.7	2.7	0	52.4	2.6	4.4	0.1	7.1	

Start Time	SR A1A Southbound				SR A1A Northbound			ATP Tour Blvd. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	22	230	0	252	367	14	381	13	26	39	672
07:45 AM	44	278	0	322	368	22	390	11	25	36	748
08:00 AM	<b>64</b>	260	0	324	<b>431</b>	<b>30</b>	<b>461</b>	<b>27</b>	<b>67</b>	<b>94</b>	<b>879</b>
08:15 AM	35	<b>305</b>	0	<b>340</b>	399	22	421	24	53	77	838
Total Volume	165	1073	0	1238	1565	88	1653	75	171	246	3137
% App. Total	13.3	86.7	0		94.7	5.3		30.5	69.5		
PHF	.645	.880	.000	.910	.908	.733	.896	.694	.638	.654	.892

Peggy Malone & Associates, Inc.  
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File Name : T15-SR A1A and ATP Tour Blvd. AM  
Site Code :  
Start Date : 12/8/2015  
Page No : 1

Groups Printed- Truck

Start Time	SR A1A Southbound					SR A1A Northbound				ATP Tour Blvd. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:00 AM	0	3	0	0	3	3	1	0	4	0	0	0	0	7
06:15 AM	0	2	0	0	2	4	2	0	6	0	0	0	0	8
06:30 AM	1	4	0	0	5	4	0	0	4	2	0	0	2	11
06:45 AM	1	1	0	0	2	4	1	0	5	1	1	0	2	9
<b>Total</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>35</b>
07:00 AM	1	9	0	0	10	4	0	0	4	2	1	0	3	17
07:15 AM	1	9	0	0	10	2	0	0	2	0	0	0	0	12
07:30 AM	1	7	0	0	8	12	0	0	12	1	0	0	1	21
07:45 AM	2	6	0	0	8	5	2	0	7	4	0	0	4	19
<b>Total</b>	<b>5</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>69</b>
08:00 AM	1	6	0	0	7	11	0	0	11	0	0	0	0	18
08:15 AM	2	8	0	0	10	4	0	0	4	0	3	0	3	17
08:30 AM	0	3	0	0	3	7	0	0	7	2	4	0	6	16
08:45 AM	0	8	0	0	8	12	0	0	12	0	1	0	1	21
<b>Total</b>	<b>3</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>72</b>
<b>Grand Total</b>	<b>10</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>72</b>	<b>6</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>22</b>	<b>176</b>
Apprch %	13.2	86.8	0	0		92.3	7.7	0		54.5	45.5	0		
Total %	5.7	37.5	0	0	43.2	40.9	3.4	0	44.3	6.8	5.7	0	12.5	

Start Time	SR A1A Southbound				SR A1A Northbound			ATP Tour Blvd. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	1	7	0	8	12	0	12	1	0	1	21
07:45 AM	2	6	0	8	5	2	7	4	0	4	19
08:00 AM	1	6	0	7	11	0	11	0	0	0	18
08:15 AM	2	8	0	10	4	0	4	0	3	3	17
Total Volume	6	27	0	33	32	2	34	5	3	8	75
% App. Total	18.2	81.8	0		94.1	5.9		62.5	37.5		
PHF	.750	.844	.000	.825	.667	.250	.708	.313	.250	.500	.893

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File Name : T15-SR A1A and ATP Tour Blvd. AM  
Site Code :  
Start Date : 12/8/2015  
Page No : 1

Groups Printed- Combined

Start Time	SR A1A Southbound					SR A1A Northbound				ATP Tour Blvd. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:00 AM	4	49	0	0	53	69	5	2	76	5	3	2	10	139
06:15 AM	8	68	0	0	76	94	8	0	102	4	9	0	13	191
06:30 AM	11	101	0	0	112	129	4	0	133	16	13	0	29	274
06:45 AM	21	141	0	0	162	178	7	0	185	5	9	0	14	361
<b>Total</b>	<b>44</b>	<b>359</b>	<b>0</b>	<b>0</b>	<b>403</b>	<b>470</b>	<b>24</b>	<b>2</b>	<b>496</b>	<b>30</b>	<b>34</b>	<b>2</b>	<b>66</b>	<b>965</b>
07:00 AM	18	126	0	0	144	229	10	0	239	17	21	1	39	422
07:15 AM	15	227	0	0	242	291	10	0	301	11	10	0	21	564
07:30 AM	23	237	0	0	260	379	14	0	393	14	26	1	41	694
07:45 AM	46	284	0	0	330	373	24	0	397	15	25	0	40	767
<b>Total</b>	<b>102</b>	<b>874</b>	<b>0</b>	<b>0</b>	<b>976</b>	<b>1272</b>	<b>58</b>	<b>0</b>	<b>1330</b>	<b>57</b>	<b>82</b>	<b>2</b>	<b>141</b>	<b>2447</b>
08:00 AM	65	266	0	0	331	442	30	0	472	27	67	0	94	897
08:15 AM	37	313	0	0	350	403	22	0	425	24	56	1	81	856
08:30 AM	38	262	0	0	300	318	18	0	336	19	29	1	49	685
08:45 AM	54	252	0	0	306	353	26	0	379	23	25	0	48	733
<b>Total</b>	<b>194</b>	<b>1093</b>	<b>0</b>	<b>0</b>	<b>1287</b>	<b>1516</b>	<b>96</b>	<b>0</b>	<b>1612</b>	<b>93</b>	<b>177</b>	<b>2</b>	<b>272</b>	<b>3171</b>
<b>Grand Total</b>	<b>340</b>	<b>2326</b>	<b>0</b>	<b>0</b>	<b>2666</b>	<b>3258</b>	<b>178</b>	<b>2</b>	<b>3438</b>	<b>180</b>	<b>293</b>	<b>6</b>	<b>479</b>	<b>6583</b>
Apprch %	12.8	87.2	0	0		94.8	5.2	0.1		37.6	61.2	1.3		
Total %	5.2	35.3	0	0	40.5	49.5	2.7	0	52.2	2.7	4.5	0.1	7.3	

Start Time	SR A1A Southbound				SR A1A Northbound			ATP Tour Blvd. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	23	237	0	260	379	14	393	14	26	40	693
07:45 AM	46	284	0	330	373	24	397	15	25	40	767
08:00 AM	<b>65</b>	266	0	331	<b>442</b>	<b>30</b>	<b>472</b>	<b>27</b>	<b>67</b>	<b>94</b>	<b>897</b>
08:15 AM	37	<b>313</b>	0	<b>350</b>	403	22	425	24	56	80	855
Total Volume	171	1100	0	1271	1597	90	1687	80	174	254	3212
% App. Total	13.5	86.5	0		94.7	5.3		31.5	68.5		
PHF	.658	.879	.000	.908	.903	.750	.894	.741	.649	.676	.895

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File Name : T15-SR A1A and ATP Tour Blvd. PM  
Site Code :  
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Groups Printed- Car

Start Time	SR A1A Southbound					SR A1A Northbound				ATP Tour Blvd. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	48	338	0	0	386	316	16	0	332	38	78	0	116	834
04:15 PM	51	318	0	0	369	296	31	0	327	38	70	0	108	804
04:30 PM	73	317	0	0	390	253	20	0	273	41	68	2	111	774
04:45 PM	65	378	0	0	443	299	23	0	322	35	63	1	99	864
<b>Total</b>	237	1351	0	0	1588	1164	90	0	1254	152	279	3	434	3276
05:00 PM	59	401	6	0	466	319	24	0	343	37	81	1	119	928
05:15 PM	47	437	1	0	485	323	15	0	338	29	83	0	112	935
05:30 PM	55	387	0	0	442	306	20	0	326	42	66	0	108	876
05:45 PM	55	332	0	0	387	298	19	0	317	34	70	0	104	808
<b>Total</b>	216	1557	7	0	1780	1246	78	0	1324	142	300	1	443	3547
06:00 PM	49	335	0	0	384	247	18	0	265	34	58	0	92	741
06:15 PM	38	314	0	0	352	244	11	0	255	23	48	0	71	678
06:30 PM	47	293	0	0	340	201	11	0	212	22	37	0	59	611
06:45 PM	33	264	0	0	297	182	8	0	190	21	42	0	63	550
<b>Total</b>	167	1206	0	0	1373	874	48	0	922	100	185	0	285	2580
<b>Grand Total</b>	620	4114	7	0	4741	3284	216	0	3500	394	764	4	1162	9403
Apprch %	13.1	86.8	0.1	0		93.8	6.2	0		33.9	65.7	0.3		
Total %	6.6	43.8	0.1	0	50.4	34.9	2.3	0	37.2	4.2	8.1	0	12.4	

Start Time	SR A1A Southbound				SR A1A Northbound			ATP Tour Blvd. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	<b>65</b>	378	0	443	299	23	322	35	63	98	863
05:00 PM	59	401	<b>6</b>	466	319	<b>24</b>	<b>343</b>	37	81	<b>118</b>	927
05:15 PM	47	<b>437</b>	1	<b>485</b>	<b>323</b>	15	338	29	<b>83</b>	112	<b>935</b>
05:30 PM	55	387	0	442	306	20	326	<b>42</b>	66	108	876
Total Volume	226	1603	7	1836	1247	82	1329	143	293	436	3601
% App. Total	12.3	87.3	0.4		93.8	6.2		32.8	67.2		
PHF	.869	.917	.292	.946	.965	.854	.969	.851	.883	.924	.963

Peggy Malone & Associates, Inc.  
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File Name : T15-SR A1A and ATP Tour Blvd. PM  
Site Code :  
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Groups Printed- Truck

Start Time	SR A1A Southbound					SR A1A Northbound				ATP Tour Blvd. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	1	3	0	0	4	11	1	0	12	0	1	0	1	17
04:15 PM	1	11	0	0	12	6	2	0	8	2	2	0	4	24
04:30 PM	1	7	0	0	8	4	1	0	5	0	2	0	2	15
04:45 PM	1	3	0	0	4	3	1	0	4	1	0	0	1	9
<b>Total</b>	<b>4</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>65</b>
05:00 PM	0	9	0	0	9	3	0	0	3	0	0	0	0	12
05:15 PM	0	2	0	0	2	2	1	0	3	0	1	0	1	6
05:30 PM	0	3	0	0	3	0	1	0	1	0	1	0	1	5
05:45 PM	1	2	0	0	3	2	0	0	2	1	0	0	1	6
<b>Total</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>29</b>
06:00 PM	0	1	0	0	1	1	0	0	1	0	0	0	0	2
06:15 PM	0	1	0	0	1	1	0	0	1	1	0	0	1	3
06:30 PM	0	1	0	0	1	1	0	0	1	0	0	0	0	2
06:45 PM	1	0	0	0	1	1	0	0	1	1	0	0	1	3
<b>Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>
<b>Grand Total</b>	<b>6</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>35</b>	<b>7</b>	<b>0</b>	<b>42</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>104</b>
Apprch %	12.2	87.8	0	0		83.3	16.7	0		46.2	53.8	0		
Total %	5.8	41.3	0	0	47.1	33.7	6.7	0	40.4	5.8	6.7	0	12.5	

Start Time	SR A1A Southbound				SR A1A Northbound			ATP Tour Blvd. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	1	3	0	4	11	1	12	0	1	1	17
04:15 PM	1	11	0	12	6	2	8	2	2	4	24
04:30 PM	1	7	0	8	4	1	5	0	2	2	15
04:45 PM	1	3	0	4	3	1	4	1	0	1	9
Total Volume	4	24	0	28	24	5	29	3	5	8	65
% App. Total	14.3	85.7	0		82.8	17.2		37.5	62.5		
PHF	1.00	.545	.000	.583	.545	.625	.604	.375	.625	.500	.677

Peggy Malone & Associates, Inc.  
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File Name : T15-SR A1A and ATP Tour Blvd. PM  
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Groups Printed- Combined

Start Time	SR A1A Southbound					SR A1A Northbound				ATP Tour Blvd. Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	49	341	0	0	390	327	17	0	344	38	79	0	117	851
04:15 PM	52	329	0	0	381	302	33	0	335	40	72	0	112	828
04:30 PM	74	324	0	0	398	257	21	0	278	41	70	2	113	789
04:45 PM	66	381	0	0	447	302	24	0	326	36	63	1	100	873
<b>Total</b>	241	1375	0	0	1616	1188	95	0	1283	155	284	3	442	3341
05:00 PM	59	410	6	0	475	322	24	0	346	37	81	1	119	940
05:15 PM	47	439	1	0	487	325	16	0	341	29	84	0	113	941
05:30 PM	55	390	0	0	445	306	21	0	327	42	67	0	109	881
05:45 PM	56	334	0	0	390	300	19	0	319	35	70	0	105	814
<b>Total</b>	217	1573	7	0	1797	1253	80	0	1333	143	302	1	446	3576
06:00 PM	49	336	0	0	385	248	18	0	266	34	58	0	92	743
06:15 PM	38	315	0	0	353	245	11	0	256	24	48	0	72	681
06:30 PM	47	294	0	0	341	202	11	0	213	22	37	0	59	613
06:45 PM	34	264	0	0	298	183	8	0	191	22	42	0	64	553
<b>Total</b>	168	1209	0	0	1377	878	48	0	926	102	185	0	287	2590
<b>Grand Total</b>	626	4157	7	0	4790	3319	223	0	3542	400	771	4	1175	9507
Apprch %	13.1	86.8	0.1	0		93.7	6.3	0		34	65.6	0.3		
Total %	6.6	43.7	0.1	0	50.4	34.9	2.3	0	37.3	4.2	8.1	0	12.4	

Start Time	SR A1A Southbound				SR A1A Northbound			ATP Tour Blvd. Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	<b>66</b>	381	0	447	302	<b>24</b>	326	36	63	99	872
05:00 PM	59	410	<b>6</b>	475	322	24	<b>346</b>	37	81	<b>118</b>	939
05:15 PM	47	<b>439</b>	1	<b>487</b>	<b>325</b>	16	341	29	<b>84</b>	113	<b>941</b>
05:30 PM	55	390	0	445	306	21	327	<b>42</b>	67	109	881
Total Volume	227	1620	7	1854	1255	85	1340	144	295	439	3633
% App. Total	12.2	87.4	0.4		93.7	6.3		32.8	67.2		
PHF	.860	.923	.292	.952	.965	.885	.968	.857	.878	.930	.965

Peggy Malone & Associates, Inc.  
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File Name : T16 A1A & Old CR 210 AM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Car

Start Time	A1A Southbound					Westbound St. Westbound					A1A Northbound					Old CR 210 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	17	30	0	0	47	0	0	0	0	0	0	47	0	0	47	0	0	25	0	25	119
06:15 AM	26	45	0	0	71	0	0	0	0	0	0	68	1	69	0	0	34	2	36	176	
06:30 AM	49	63	0	0	112	0	0	0	0	0	0	81	2	83	0	0	41	0	41	236	
06:45 AM	57	82	0	0	139	0	0	0	0	0	0	114	1	115	2	0	72	0	74	328	
Total	149	220	0	0	369	0	0	0	0	0	0	310	4	314	2	0	172	2	176	859	
07:00 AM	53	81	0	0	134	0	0	0	0	0	0	147	1	148	5	0	82	1	88	370	
07:15 AM	112	110	0	0	222	0	0	0	0	0	0	203	5	208	5	0	104	1	110	540	
07:30 AM	112	123	0	0	235	0	0	0	0	0	0	242	13	255	4	0	139	0	143	633	
07:45 AM	117	175	0	0	292	0	0	0	0	0	0	227	7	234	7	0	161	0	168	694	
Total	394	489	0	0	883	0	0	0	0	0	0	819	26	845	21	0	486	2	509	2237	
08:00 AM	115	184	0	0	299	0	0	0	0	0	0	284	8	292	7	0	183	1	191	782	
08:15 AM	109	222	0	0	331	0	0	0	0	0	0	273	6	279	6	0	138	1	145	755	
08:30 AM	88	182	0	0	270	0	0	0	0	0	0	210	9	219	6	0	125	1	132	621	
08:45 AM	106	154	0	0	260	0	0	0	0	0	0	221	8	229	9	0	143	0	152	641	
Total	418	742	0	0	1160	0	0	0	0	0	0	988	31	1019	28	0	589	3	620	2799	
Grand Total	961	1451	0	0	2412	0	0	0	0	0	0	2117	61	2178	51	0	1247	7	1305	5895	
Apprch %	39.8	60.2	0	0		0	0	0	0		0	97.2	2.8	0	3.9	0	95.6	0.5			
Total %	16.3	24.6	0	0	40.9	0	0	0	0	0	0	35.9	1	36.9	0.9	0	21.2	0.1	22.1		

Start Time	A1A Southbound				App. Total	Westbound St. Westbound				App. Total	A1A Northbound				App. Total	Old CR 210 Eastbound				Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:30 AM																				
07:30 AM	112	123	0	0	235	0	0	0	0	0	0	242	13	255	4	0	139	143	633	
07:45 AM	117	175	0	0	292	0	0	0	0	0	0	227	7	234	7	0	161	168	694	
08:00 AM	115	184	0	0	299	0	0	0	0	0	0	284	8	292	7	0	183	190	781	
08:15 AM	109	222	0	0	331	0	0	0	0	0	0	273	6	279	6	0	138	144	754	
Total Volume	453	704	0	0	1157	0	0	0	0	0	0	1026	34	1060	24	0	621	645	2862	
% App. Total	39.2	60.8	0	0		0	0	0	0	0	0	96.8	3.2		3.7	0	96.3			
PHF	.968	.793	.000	.000	.874	.000	.000	.000	.000	.000	.000	.903	.654	.908	.857	.000	.848	.849	.916	



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File Name : T16 A1A & Old CR 210 AM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Truck

Start Time	A1A Southbound					Westbound St. Westbound					A1A Northbound					Old CR 210 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	8
06:15 AM	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	8
06:30 AM	2	3	0	0	5	0	0	0	0	0	0	2	0	2	1	0	2	0	3	10	
06:45 AM	2	0	0	0	2	0	0	0	0	0	0	3	0	3	0	0	3	0	3	8	
<b>Total</b>	<b>7</b>	<b>5</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>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>11</b>	<b>34</b>	
07:00 AM	7	3	0	0	10	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	13
07:15 AM	5	3	0	0	8	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	10
07:30 AM	3	5	0	0	8	0	0	0	0	0	0	6	0	6	0	0	6	0	6	20	
07:45 AM	4	5	0	0	9	0	0	0	0	0	0	7	0	7	0	0	1	0	1	17	
<b>Total</b>	<b>19</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>60</b>	
08:00 AM	4	2	0	0	6	0	0	0	0	0	0	6	0	6	0	0	5	0	5	17	
08:15 AM	4	4	0	0	8	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	11
08:30 AM	2	4	0	0	6	0	0	0	0	0	0	3	0	3	0	0	4	0	4	13	
08:45 AM	3	6	0	0	9	0	0	0	0	0	0	6	0	6	0	0	6	0	6	21	
<b>Total</b>	<b>13</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>15</b>	<b>62</b>	
<b>Grand Total</b>	<b>39</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>47</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>33</b>	<b>156</b>	
Apprch %	51.3	48.7	0	0		0	0	0	0		0	100	0	0		3	0	97	0		
Total %	25	23.7	0	0	48.7	0	0	0	0		0	30.1	0	30.1	0.6	0	20.5	0	21.2		

Start Time	A1A Southbound				Westbound St. Westbound				A1A Northbound				Old CR 210 Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:30 AM																		
07:30 AM	3	5	0	8	0	0	0	0	0	0	6	0	6	0	0	6	6	20
07:45 AM	4	5	0	9	0	0	0	0	0	0	7	0	7	0	0	1	1	17
08:00 AM	4	2	0	6	0	0	0	0	0	0	6	0	6	0	0	5	5	17
08:15 AM	4	4	0	8	0	0	0	0	0	0	3	0	3	0	0	0	0	11
<b>Total Volume</b>	<b>15</b>	<b>16</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>65</b>
% App. Total	48.4	51.6	0		0	0	0		0	100	0		0	0	100			
PHF	.938	.800	.000	.861	.000	.000	.000	.000	.000	.000	.786	.000	.786	.000	.000	.500	.500	.813

Peggy Malone & Associates, Inc.  
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File Name : T16 A1A & Old CR 210 AM  
Site Code :  
Start Date : 12/8/2015  
Page No : 1

Groups Printed- Combined

Start Time	A1A Southbound					Westbound St. Westbound					A1A Northbound					Old CR 210 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	18	32	0	0	50	0	0	0	0	0	0	50	0	0	50	0	0	27	0	27	127
06:15 AM	28	45	0	0	73	0	0	0	0	0	0	71	1	72	0	0	37	2	39	184	
06:30 AM	51	66	0	0	117	0	0	0	0	0	0	83	2	85	1	0	43	0	44	246	
06:45 AM	59	82	0	0	141	0	0	0	0	0	0	117	1	118	2	0	75	0	77	336	
Total	156	225	0	0	381	0	0	0	0	0	0	321	4	325	3	0	182	2	187	893	
07:00 AM	60	84	0	0	144	0	0	0	0	0	0	150	1	151	5	0	82	1	88	383	
07:15 AM	117	113	0	0	230	0	0	0	0	0	0	205	5	210	5	0	104	1	110	550	
07:30 AM	115	128	0	0	243	0	0	0	0	0	0	248	13	261	4	0	145	0	149	653	
07:45 AM	121	180	0	0	301	0	0	0	0	0	0	234	7	241	7	0	162	0	169	711	
Total	413	505	0	0	918	0	0	0	0	0	0	837	26	863	21	0	493	2	516	2297	
08:00 AM	119	186	0	0	305	0	0	0	0	0	0	290	8	298	7	0	188	1	196	799	
08:15 AM	113	226	0	0	339	0	0	0	0	0	0	276	6	282	6	0	138	1	145	766	
08:30 AM	90	186	0	0	276	0	0	0	0	0	0	213	9	222	6	0	129	1	136	634	
08:45 AM	109	160	0	0	269	0	0	0	0	0	0	227	8	235	9	0	149	0	158	662	
Total	431	758	0	0	1189	0	0	0	0	0	0	1006	31	1037	28	0	604	3	635	2861	
Grand Total	1000	1488	0	0	2488	0	0	0	0	0	0	2164	61	2225	52	0	1279	7	1338	6051	
Apprch %	40.2	59.8	0	0		0	0	0	0		0	97.3	2.7	0	3.9	0	95.6	0.5			
Total %	16.5	24.6	0	0	41.1	0	0	0	0	0	0	35.8	1	36.8	0.9	0	21.1	0.1	22.1		

Start Time	A1A Southbound				App. Total	Westbound St. Westbound				App. Total	A1A Northbound				App. Total	Old CR 210 Eastbound				Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:30 AM																				
07:30 AM	115	128	0	0	243	0	0	0	0	0	0	248	13	261	4	0	145	149	653	
07:45 AM	121	180	0	0	301	0	0	0	0	0	0	234	7	241	7	0	162	169	711	
08:00 AM	119	186	0	0	305	0	0	0	0	0	0	290	8	298	7	0	188	195	798	
08:15 AM	113	226	0	0	339	0	0	0	0	0	0	276	6	282	6	0	138	144	765	
Total Volume	468	720	0	0	1188	0	0	0	0	0	0	1048	34	1082	24	0	633	657	2927	
% App. Total	39.4	60.6	0	0		0	0	0	0	0	0	96.9	3.1		3.7	0	96.3			
PHF	.967	.796	.000	.000	.876	.000	.000	.000	.000	.000	.000	.903	.654	.908	.857	.000	.842	.842	.917	

Peggy Malone & Associates, Inc.  
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File Name : T16 A1A & Old CR 210 PM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Car

Start Time	A1A Southbound					Westbound St. Westbound					A1A Northbound					Old CR 210 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	148	212	1	0	361	0	0	0	0	0	0	184	16	0	200	8	0	154	1	163	724
04:15 PM	145	202	1	0	348	0	0	0	0	0	0	183	4	0	187	6	0	150	1	157	692
04:30 PM	131	221	3	0	355	0	0	0	0	0	0	162	7	0	169	6	0	120	2	128	652
04:45 PM	138	280	0	0	418	0	0	0	0	0	0	197	10	0	207	6	0	115	0	121	746
Total	562	915	5	0	1482	0	0	0	0	0	0	726	37	0	763	26	0	539	4	569	2814
05:00 PM	167	260	2	0	429	0	0	0	0	0	0	209	8	0	217	7	0	135	1	143	789
05:15 PM	178	282	1	0	461	0	0	0	0	0	0	213	4	0	217	5	0	127	1	133	811
05:30 PM	165	265	0	0	430	0	0	0	0	0	0	208	5	0	213	8	0	124	0	132	775
05:45 PM	147	224	1	0	372	0	0	0	0	0	0	177	5	0	182	8	0	132	0	140	694
Total	657	1031	4	0	1692	0	0	0	0	0	0	807	22	0	829	28	0	518	2	548	3069
06:00 PM	166	209	0	0	375	0	0	0	0	0	0	156	8	0	164	6	0	114	0	120	659
06:15 PM	132	210	0	0	342	0	0	0	0	0	0	151	4	0	155	3	0	99	0	102	599
06:30 PM	132	179	0	0	311	0	0	0	0	0	0	126	1	0	127	4	0	78	1	83	521
06:45 PM	120	168	1	0	289	0	0	0	0	0	0	114	2	0	116	3	0	78	0	81	486
Total	550	766	1	0	1317	0	0	0	0	0	0	547	15	0	562	16	0	369	1	386	2265
Grand Total	1769	2712	10	0	4491	0	0	0	0	0	0	2080	74	0	2154	70	0	1426	7	1503	8148
Apprch %	39.4	60.4	0.2	0		0	0	0	0		0	96.6	3.4	0		4.7	0	94.9	0.5		
Total %	21.7	33.3	0.1	0	55.1	0	0	0	0	0	0	25.5	0.9	0	26.4	0.9	0	17.5	0.1	18.4	

Start Time	A1A Southbound				Westbound St. Westbound				A1A Northbound				Old CR 210 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	138	280	0	418	0	0	0	0	0	197	<b>10</b>	207	6	0	115	121	746
05:00 PM	167	260	2	429	0	0	0	0	0	209	8	<b>217</b>	7	0	<b>135</b>	<b>142</b>	788
05:15 PM	<b>178</b>	<b>282</b>	1	<b>461</b>	0	0	0	0	0	<b>213</b>	4	217	5	0	127	132	<b>810</b>
05:30 PM	165	265	0	430	0	0	0	0	0	208	5	213	<b>8</b>	0	124	132	775
Total Volume	648	1087	3	1738	0	0	0	0	0	827	27	854	26	0	501	527	3119
% App. Total	37.3	62.5	0.2		0	0	0		0	96.8	3.2		4.9	0	95.1		
PHF	.910	.964	.375	.943	.000	.000	.000	.000	.000	.971	.675	.984	.813	.000	.928	.928	.963

Peggy Malone & Associates, Inc.  
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File Name : T16 A1A & Old CR 210 PM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Truck

Start Time	A1A Southbound					Westbound St. Westbound					A1A Northbound					Old CR 210 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	4	0	4	15
04:15 PM	6	3	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	14
04:30 PM	4	7	0	0	11	0	0	0	0	0	0	1	1	0	2	0	0	3	0	3	16
04:45 PM	2	3	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	8
<b>Total</b>	12	16	0	0	28	0	0	0	0	0	0	13	1	0	14	0	0	11	0	11	53
05:00 PM	2	6	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	11
05:15 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:45 PM	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	6
<b>Total</b>	4	11	0	0	15	0	0	0	0	0	0	6	0	0	6	0	0	4	0	4	25
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:15 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Total</b>	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	8
<b>Grand Total</b>	17	30	0	0	47	0	0	0	0	0	0	21	1	0	22	0	0	17	0	17	86
Apprch %	36.2	63.8	0	0		0	0	0	0		0	95.5	4.5	0		0	0	100	0		
Total %	19.8	34.9	0	0	54.7	0	0	0	0	0	0	24.4	1.2	0	25.6	0	0	19.8	0	19.8	

Start Time	A1A Southbound				Westbound St. Westbound				A1A Northbound				Old CR 210 Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	3	0	3	0	0	0	0	0	0	8	0	8	0	0	4	4	15
04:15 PM	6	3	0	9	0	0	0	0	0	0	3	0	3	0	0	2	2	14
04:30 PM	4	7	0	11	0	0	0	0	0	0	1	1	2	0	0	3	3	16
04:45 PM	2	3	0	5	0	0	0	0	0	0	1	0	1	0	0	2	2	8
<b>Total Volume</b>	12	16	0	28	0	0	0	0	0	0	13	1	14	0	0	11	11	53
% App. Total	42.9	57.1	0		0	0	0		0	0	92.9	7.1		0	0	100		
PHF	.500	.571	.000	.636	.000	.000	.000	.000	.000	.000	.406	.250	.438	.000	.000	.688	.688	.828

Peggy Malone & Associates, Inc.  
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File Name : T16 A1A & Old CR 210 PM  
Site Code :  
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Groups Printed- Combined

Start Time	A1A Southbound					Westbound St. Westbound					A1A Northbound					Old CR 210 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	148	215	1	0	364	0	0	0	0	0	0	192	16	0	208	8	0	158	1	167	739
04:15 PM	151	205	1	0	357	0	0	0	0	0	0	186	4	0	190	6	0	152	1	159	706
04:30 PM	135	228	3	0	366	0	0	0	0	0	0	163	8	0	171	6	0	123	2	131	668
04:45 PM	140	283	0	0	423	0	0	0	0	0	0	198	10	0	208	6	0	117	0	123	754
Total	574	931	5	0	1510	0	0	0	0	0	0	739	38	0	777	26	0	550	4	580	2867
05:00 PM	169	266	2	0	437	0	0	0	0	0	0	210	8	0	218	7	0	137	1	145	800
05:15 PM	179	283	1	0	463	0	0	0	0	0	0	215	4	0	219	5	0	128	1	134	816
05:30 PM	165	266	0	0	431	0	0	0	0	0	0	210	5	0	215	8	0	124	0	132	778
05:45 PM	148	227	1	0	376	0	0	0	0	0	0	178	5	0	183	8	0	133	0	141	700
Total	661	1042	4	0	1707	0	0	0	0	0	0	813	22	0	835	28	0	522	2	552	3094
06:00 PM	166	209	0	0	375	0	0	0	0	0	0	156	8	0	164	6	0	115	0	121	660
06:15 PM	133	211	0	0	344	0	0	0	0	0	0	152	4	0	156	3	0	99	0	102	602
06:30 PM	132	180	0	0	312	0	0	0	0	0	0	126	1	0	127	4	0	79	1	84	523
06:45 PM	120	169	1	0	290	0	0	0	0	0	0	115	2	0	117	3	0	78	0	81	488
Total	551	769	1	0	1321	0	0	0	0	0	0	549	15	0	564	16	0	371	1	388	2273
Grand Total	1786	2742	10	0	4538	0	0	0	0	0	0	2101	75	0	2176	70	0	1443	7	1520	8234
Apprch %	39.4	60.4	0.2	0		0	0	0	0		0	96.6	3.4	0		4.6	0	94.9	0.5		
Total %	21.7	33.3	0.1	0	55.1	0	0	0	0	0	0	25.5	0.9	0	26.4	0.9	0	17.5	0.1	18.5	

Start Time	A1A Southbound				Westbound St. Westbound				A1A Northbound				Old CR 210 Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:45 PM																		
04:45 PM	140	<b>283</b>	0	423	0	0	0	0	0	0	198	<b>10</b>	208	6	0	117	123	754
05:00 PM	169	266	2	437	0	0	0	0	0	0	210	8	218	7	0	<b>137</b>	<b>144</b>	799
05:15 PM	<b>179</b>	283	1	<b>463</b>	0	0	0	0	0	0	<b>215</b>	4	<b>219</b>	5	0	128	133	<b>815</b>
05:30 PM	165	266	0	431	0	0	0	0	0	0	210	5	215	<b>8</b>	0	124	132	778
Total Volume	653	1098	3	1754	0	0	0	0	0	0	833	27	860	26	0	506	532	3146
% App. Total	37.2	62.6	0.2		0	0	0		0	0	96.9	3.1		4.9	0	95.1		
PHF	.912	.970	.375	.947	.000	.000	.000	.000	.000	.000	.969	.675	.982	.813	.000	.923	.924	.965

Peggy Malone & Associates, Inc.  
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File Name : T17 A1A & Fairfield Blvd\_Sawgrass Dr AM  
Site Code :  
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Groups Printed- Car

Start Time	A1A Southbound					Sawgrass Dr Westbound					A1A Northbound					Fairfield Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	2	17	2	0	21	7	1	0	0	8	2	43	0	0	45	0	0	1	0	1	75
06:15 AM	3	26	5	0	34	4	4	1	0	9	1	53	2	0	56	1	0	3	0	4	103
06:30 AM	2	38	4	0	44	9	0	1	0	10	3	70	1	0	74	1	0	6	9	16	144
06:45 AM	1	54	10	0	65	13	5	1	0	19	1	99	3	0	103	2	2	5	2	11	198
<b>Total</b>	<b>8</b>	<b>135</b>	<b>21</b>	<b>0</b>	<b>164</b>	<b>33</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>46</b>	<b>7</b>	<b>265</b>	<b>6</b>	<b>0</b>	<b>278</b>	<b>4</b>	<b>2</b>	<b>15</b>	<b>11</b>	<b>32</b>	<b>520</b>
07:00 AM	4	64	11	0	79	20	2	1	0	23	2	120	4	0	126	1	2	5	0	8	236
07:15 AM	3	83	8	0	94	30	2	4	0	36	4	177	3	0	184	3	0	8	5	16	330
07:30 AM	6	86	18	0	110	35	0	1	0	36	4	226	10	0	240	3	0	8	1	12	398
07:45 AM	7	119	31	0	157	27	0	5	0	32	8	181	8	0	197	3	0	10	5	18	404
<b>Total</b>	<b>20</b>	<b>352</b>	<b>68</b>	<b>0</b>	<b>440</b>	<b>112</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>127</b>	<b>18</b>	<b>704</b>	<b>25</b>	<b>0</b>	<b>747</b>	<b>10</b>	<b>2</b>	<b>31</b>	<b>11</b>	<b>54</b>	<b>1368</b>
08:00 AM	12	135	32	0	179	37	1	13	0	51	1	224	4	0	229	2	1	25	0	28	487
08:15 AM	6	195	29	0	230	33	1	8	0	42	6	255	2	0	263	1	0	11	0	12	547
08:30 AM	5	163	27	0	195	23	0	10	0	33	9	181	5	0	195	3	0	7	2	12	435
08:45 AM	11	101	35	0	147	28	0	9	0	37	7	197	6	0	210	1	3	7	2	13	407
<b>Total</b>	<b>34</b>	<b>594</b>	<b>123</b>	<b>0</b>	<b>751</b>	<b>121</b>	<b>2</b>	<b>40</b>	<b>0</b>	<b>163</b>	<b>23</b>	<b>857</b>	<b>17</b>	<b>0</b>	<b>897</b>	<b>7</b>	<b>4</b>	<b>50</b>	<b>4</b>	<b>65</b>	<b>1876</b>
<b>Grand Total</b>	<b>62</b>	<b>1081</b>	<b>212</b>	<b>0</b>	<b>1355</b>	<b>266</b>	<b>16</b>	<b>54</b>	<b>0</b>	<b>336</b>	<b>48</b>	<b>1826</b>	<b>48</b>	<b>0</b>	<b>1922</b>	<b>21</b>	<b>8</b>	<b>96</b>	<b>26</b>	<b>151</b>	<b>3764</b>
Apprch %	4.6	79.8	15.6	0		79.2	4.8	16.1	0		2.5	95	2.5	0		13.9	5.3	63.6	17.2		
Total %	1.6	28.7	5.6	0	36	7.1	0.4	1.4	0	8.9	1.3	48.5	1.3	0	51.1	0.6	0.2	2.6	0.7	4	

Start Time	A1A Southbound				Sawgrass Dr Westbound				A1A Northbound				Fairfield Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	<b>12</b>	135	32	179	<b>37</b>	<b>1</b>	<b>13</b>	<b>51</b>	1	224	4	229	2	1	<b>25</b>	<b>28</b>	487
08:15 AM	6	<b>195</b>	29	<b>230</b>	33	1	8	42	6	<b>255</b>	2	<b>263</b>	1	0	11	12	<b>547</b>
08:30 AM	5	163	27	195	23	0	10	33	<b>9</b>	181	5	195	<b>3</b>	0	7	10	433
08:45 AM	11	101	<b>35</b>	147	28	0	9	37	7	197	<b>6</b>	210	1	<b>3</b>	7	11	405
Total Volume	34	594	123	751	121	2	40	163	23	857	17	897	7	4	50	61	1872
% App. Total	4.5	79.1	16.4		74.2	1.2	24.5		2.6	95.5	1.9		11.5	6.6	82		
PHF	.708	.762	.879	.816	.818	.500	.769	.799	.639	.840	.708	.853	.583	.333	.500	.545	.856

Peggy Malone & Associates, Inc.  
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File Name : T17 A1A & Fairfield Blvd\_Sawgrass Dr AM  
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Groups Printed- Truck

Start Time	A1A Southbound					Sawgrass Dr Westbound					A1A Northbound					Fairfield Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
06:30 AM	0	1	2	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
06:45 AM	0	1	0	0	1	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
07:00 AM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
07:15 AM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
07:30 AM	1	1	2	0	4	1	0	0	0	1	1	6	0	0	7	0	0	0	0	0	12
07:45 AM	1	6	0	0	7	2	0	0	0	2	2	6	1	0	9	0	0	0	0	0	18
<b>Total</b>	<b>2</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
08:15 AM	0	5	1	0	6	0	0	0	0	0	1	4	1	0	6	1	0	0	0	1	13
08:30 AM	0	5	2	0	7	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	11
08:45 AM	2	6	0	0	8	3	0	0	0	3	0	3	1	0	4	0	0	0	0	0	15
<b>Total</b>	<b>3</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>45</b>
<b>Grand Total</b>	<b>5</b>	<b>31</b>	<b>7</b>	<b>0</b>	<b>43</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>38</b>	<b>4</b>	<b>0</b>	<b>47</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>101</b>
Apprch %	11.6	72.1	16.3	0		100	0	0	0		10.6	80.9	8.5	0		100	0	0	0		
Total %	5	30.7	6.9	0	42.6	9.9	0	0	0	9.9	5	37.6	4	0	46.5	1	0	0	0	1	

Start Time	A1A Southbound				Sawgrass Dr Westbound				A1A Northbound				Fairfield Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	1	2	4	1	0	0	1	1	6	0	7	0	0	0	0	12
07:45 AM	1	6	0	7	2	0	0	2	2	6	1	9	0	0	0	0	18
08:00 AM	1	0	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
08:15 AM	0	5	1	6	0	0	0	0	1	4	1	6	1	0	0	1	13
<b>Total Volume</b>	<b>3</b>	<b>12</b>	<b>3</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>21</b>	<b>2</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>49</b>
% App. Total	16.7	66.7	16.7		100	0	0		14.8	77.8	7.4		100	0	0		
PHF	.750	.500	.375	.643	.375	.000	.000	.375	.500	.875	.500	.750	.250	.000	.000	.250	.681

Peggy Malone & Associates, Inc.  
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File Name : T17 A1A & Fairfield Blvd\_Sawgrass Dr AM  
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Groups Printed- Combined

Start Time	A1A Southbound					Sawgrass Dr Westbound					A1A Northbound					Fairfield Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	2	19	2	0	23	7	1	0	0	8	2	46	0	0	48	0	0	1	0	1	80
06:15 AM	3	26	5	0	34	4	4	1	0	9	1	56	2	0	59	1	0	3	0	4	106
06:30 AM	2	39	6	0	47	9	0	1	0	10	3	72	1	0	76	1	0	6	9	16	149
06:45 AM	1	55	10	0	66	15	5	1	0	21	1	99	4	0	104	2	2	5	2	11	202
Total	8	139	23	0	170	35	10	3	0	48	7	273	7	0	287	4	2	15	11	32	537
07:00 AM	4	66	11	0	81	21	2	1	0	24	2	121	4	0	127	1	2	5	0	8	240
07:15 AM	3	85	8	0	96	31	2	4	0	37	4	179	3	0	186	3	0	8	5	16	335
07:30 AM	7	87	20	0	114	36	0	1	0	37	5	232	10	0	247	3	0	8	1	12	410
07:45 AM	8	125	31	0	164	29	0	5	0	34	10	187	9	0	206	3	0	10	5	18	422
Total	22	363	70	0	455	117	4	11	0	132	21	719	26	0	766	10	2	31	11	54	1407
08:00 AM	13	135	32	0	180	37	1	13	0	51	1	229	4	0	234	2	1	25	0	28	493
08:15 AM	6	200	30	0	236	33	1	8	0	42	7	259	3	0	269	2	0	11	0	13	560
08:30 AM	5	168	29	0	202	23	0	10	0	33	10	184	5	0	199	3	0	7	2	12	446
08:45 AM	13	107	35	0	155	31	0	9	0	40	7	200	7	0	214	1	3	7	2	13	422
Total	37	610	126	0	773	124	2	40	0	166	25	872	19	0	916	8	4	50	4	66	1921
Grand Total	67	1112	219	0	1398	276	16	54	0	346	53	1864	52	0	1969	22	8	96	26	152	3865
Apprch %	4.8	79.5	15.7	0		79.8	4.6	15.6	0		2.7	94.7	2.6	0		14.5	5.3	63.2	17.1		
Total %	1.7	28.8	5.7	0	36.2	7.1	0.4	1.4	0	9	1.4	48.2	1.3	0	50.9	0.6	0.2	2.5	0.7	3.9	

Start Time	A1A Southbound				Sawgrass Dr Westbound				A1A Northbound				Fairfield Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	13	135	32	180	37	1	13	51	1	229	4	234	2	1	25	28	493
08:15 AM	6	200	30	236	33	1	8	42	7	259	3	269	2	0	11	13	560
08:30 AM	5	168	29	202	23	0	10	33	10	184	5	199	3	0	7	10	444
08:45 AM	13	107	35	155	31	0	9	40	7	200	7	214	1	3	7	11	420
Total Volume	37	610	126	773	124	2	40	166	25	872	19	916	8	4	50	62	1917
% App. Total	4.8	78.9	16.3		74.7	1.2	24.1		2.7	95.2	2.1		12.9	6.5	80.6		
PHF	.712	.763	.900	.819	.838	.500	.769	.814	.625	.842	.679	.851	.667	.333	.500	.554	.856



Peggy Malone & Associates, Inc.  
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File Name : T17 A1A & Fairfield Blvd\_Sawgrass Dr PM  
Site Code :  
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Groups Printed- Car

Start Time	A1A Southbound					Sawgrass Dr Westbound					A1A Northbound					Fairfield Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	15	172	37	0	224	33	4	5	0	42	11	158	0	0	169	9	3	5	0	17	452
04:15 PM	13	141	41	0	195	25	2	11	0	38	12	155	6	0	173	3	0	13	2	18	424
04:30 PM	11	155	39	0	205	31	1	7	0	39	8	132	0	0	140	3	1	6	3	13	397
04:45 PM	14	201	47	0	262	34	1	5	0	40	9	148	4	0	161	5	2	6	0	13	476
<b>Total</b>	<b>53</b>	<b>669</b>	<b>164</b>	<b>0</b>	<b>886</b>	<b>123</b>	<b>8</b>	<b>28</b>	<b>0</b>	<b>159</b>	<b>40</b>	<b>593</b>	<b>10</b>	<b>0</b>	<b>643</b>	<b>20</b>	<b>6</b>	<b>30</b>	<b>5</b>	<b>61</b>	<b>1749</b>
05:00 PM	9	213	28	0	250	45	2	5	0	52	9	149	4	0	162	3	0	9	0	12	476
05:15 PM	16	191	32	0	239	32	0	8	0	40	5	156	4	0	165	3	1	7	0	11	455
05:30 PM	13	215	33	0	261	28	1	8	0	37	7	176	3	0	186	1	0	17	1	19	503
05:45 PM	12	175	23	0	210	32	0	2	0	34	4	146	3	0	153	2	0	7	0	9	406
<b>Total</b>	<b>50</b>	<b>794</b>	<b>116</b>	<b>0</b>	<b>960</b>	<b>137</b>	<b>3</b>	<b>23</b>	<b>0</b>	<b>163</b>	<b>25</b>	<b>627</b>	<b>14</b>	<b>0</b>	<b>666</b>	<b>9</b>	<b>1</b>	<b>40</b>	<b>1</b>	<b>51</b>	<b>1840</b>
06:00 PM	8	164	32	0	204	18	2	4	0	24	7	129	3	0	139	8	2	6	1	17	384
06:15 PM	21	136	31	0	188	17	1	4	0	22	5	118	2	0	125	0	0	8	0	8	343
06:30 PM	10	118	31	0	159	14	1	3	0	18	4	87	1	0	92	2	1	6	0	9	278
06:45 PM	9	125	21	0	155	13	0	3	0	16	2	83	2	0	87	2	0	3	1	6	264
<b>Total</b>	<b>48</b>	<b>543</b>	<b>115</b>	<b>0</b>	<b>706</b>	<b>62</b>	<b>4</b>	<b>14</b>	<b>0</b>	<b>80</b>	<b>18</b>	<b>417</b>	<b>8</b>	<b>0</b>	<b>443</b>	<b>12</b>	<b>3</b>	<b>23</b>	<b>2</b>	<b>40</b>	<b>1269</b>
<b>Grand Total</b>	<b>151</b>	<b>2006</b>	<b>395</b>	<b>0</b>	<b>2552</b>	<b>322</b>	<b>15</b>	<b>65</b>	<b>0</b>	<b>402</b>	<b>83</b>	<b>1637</b>	<b>32</b>	<b>0</b>	<b>1752</b>	<b>41</b>	<b>10</b>	<b>93</b>	<b>8</b>	<b>152</b>	<b>4858</b>
Apprch %	5.9	78.6	15.5	0		80.1	3.7	16.2	0		4.7	93.4	1.8	0		27	6.6	61.2	5.3		
Total %	3.1	41.3	8.1	0	52.5	6.6	0.3	1.3	0	8.3	1.7	33.7	0.7	0	36.1	0.8	0.2	1.9	0.2	3.1	

Start Time	A1A Southbound				Sawgrass Dr Westbound				A1A Northbound				Fairfield Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	14	201	<b>47</b>	<b>262</b>	34	1	5	40	<b>9</b>	148	<b>4</b>	161	<b>5</b>	<b>2</b>	6	13	476
05:00 PM	9	213	28	250	<b>45</b>	<b>2</b>	5	<b>52</b>	9	149	4	162	3	0	9	12	476
05:15 PM	<b>16</b>	191	32	239	32	0	<b>8</b>	40	5	156	4	165	3	1	7	11	455
05:30 PM	13	<b>215</b>	33	261	28	1	8	37	7	<b>176</b>	3	<b>186</b>	1	0	<b>17</b>	<b>18</b>	<b>502</b>
Total Volume	52	820	140	1012	139	4	26	169	30	629	15	674	12	3	39	54	1909
% App. Total	5.1	81	13.8		82.2	2.4	15.4		4.5	93.3	2.2		22.2	5.6	72.2		
PHF	.813	.953	.745	.966	.772	.500	.813	.813	.833	.893	.938	.906	.600	.375	.574	.750	.951

Peggy Malone & Associates, Inc.  
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File Name : T17 A1A & Fairfield Blvd\_Sawgrass Dr PM  
Site Code :  
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Groups Printed- Truck

Start Time	A1A Southbound					Sawgrass Dr Westbound					A1A Northbound					Fairfield Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	1	1	1	0	3	0	1	0	0	1	2	8	0	0	10	1	1	0	0	2	16
04:15 PM	1	4	0	0	5	0	0	2	0	2	0	3	0	0	3	1	0	0	0	1	11
04:30 PM	0	7	0	0	7	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	12
04:45 PM	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
<b>Total</b>	<b>2</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>45</b>
05:00 PM	0	4	0	0	4	0	1	0	0	1	0	2	0	0	2	1	1	0	0	2	9
05:15 PM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>20</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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</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>2</b>
<b>Grand Total</b>	<b>2</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>
Apprch %	6.7	83.3	10	0		14.3	28.6	57.1	0		8	92	0	0		60	40	0	0		
Total %	3	37.3	4.5	0	44.8	1.5	3	6	0	10.4	3	34.3	0	0	37.3	4.5	3	0	0	7.5	

Start Time	A1A Southbound				Sawgrass Dr Westbound				A1A Northbound				Fairfield Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	1	1	3	0	1	0	1	2	8	0	10	1	1	0	2	16
04:15 PM	1	4	0	5	0	0	2	2	0	3	0	3	1	0	0	1	11
04:30 PM	0	7	0	7	1	0	0	1	0	4	0	4	0	0	0	0	12
04:45 PM	0	3	1	4	0	0	0	0	0	2	0	2	0	0	0	6	
<b>Total Volume</b>	<b>2</b>	<b>15</b>	<b>2</b>	<b>19</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>45</b>
% App. Total	10.5	78.9	10.5		25	25	50		10.5	89.5	0		66.7	33.3	0		
PHF	.500	.536	.500	.679	.250	.250	.250	.500	.250	.531	.000	.475	.500	.250	.000	.375	.703

Peggy Malone & Associates, Inc.  
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File Name : T17 A1A & Fairfield Blvd\_Sawgrass Dr PM  
Site Code :  
Start Date : 12/8/2015  
Page No : 1

Groups Printed- Combined

Start Time	A1A Southbound					Sawgrass Dr Westbound					A1A Northbound					Fairfield Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	16	173	38	0	227	33	5	5	0	43	13	166	0	0	179	10	4	5	0	19	468
04:15 PM	14	145	41	0	200	25	2	13	0	40	12	158	6	0	176	4	0	13	2	19	435
04:30 PM	11	162	39	0	212	32	1	7	0	40	8	136	0	0	144	3	1	6	3	13	409
04:45 PM	14	204	48	0	266	34	1	5	0	40	9	150	4	0	163	5	2	6	0	13	482
<b>Total</b>	<b>55</b>	<b>684</b>	<b>166</b>	<b>0</b>	<b>905</b>	<b>124</b>	<b>9</b>	<b>30</b>	<b>0</b>	<b>163</b>	<b>42</b>	<b>610</b>	<b>10</b>	<b>0</b>	<b>662</b>	<b>22</b>	<b>7</b>	<b>30</b>	<b>5</b>	<b>64</b>	<b>1794</b>
05:00 PM	9	217	28	0	254	45	3	5	0	53	9	151	4	0	164	4	1	9	0	14	485
05:15 PM	16	193	32	0	241	32	0	9	0	41	5	158	4	0	167	3	1	7	0	11	460
05:30 PM	13	216	33	0	262	28	1	8	0	37	7	177	3	0	187	1	0	17	1	19	505
05:45 PM	12	178	23	0	213	32	0	2	0	34	4	147	3	0	154	2	0	7	0	9	410
<b>Total</b>	<b>50</b>	<b>804</b>	<b>116</b>	<b>0</b>	<b>970</b>	<b>137</b>	<b>4</b>	<b>24</b>	<b>0</b>	<b>165</b>	<b>25</b>	<b>633</b>	<b>14</b>	<b>0</b>	<b>672</b>	<b>10</b>	<b>2</b>	<b>40</b>	<b>1</b>	<b>53</b>	<b>1860</b>
06:00 PM	8	164	32	0	204	18	2	4	0	24	7	129	3	0	139	8	2	6	1	17	384
06:15 PM	21	136	32	0	189	17	1	4	0	22	5	118	2	0	125	0	0	8	0	8	344
06:30 PM	10	118	31	0	159	14	1	4	0	19	4	87	1	0	92	2	1	6	0	9	279
06:45 PM	9	125	21	0	155	13	0	3	0	16	2	83	2	0	87	2	0	3	1	6	264
<b>Total</b>	<b>48</b>	<b>543</b>	<b>116</b>	<b>0</b>	<b>707</b>	<b>62</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>81</b>	<b>18</b>	<b>417</b>	<b>8</b>	<b>0</b>	<b>443</b>	<b>12</b>	<b>3</b>	<b>23</b>	<b>2</b>	<b>40</b>	<b>1271</b>
<b>Grand Total</b>	<b>153</b>	<b>2031</b>	<b>398</b>	<b>0</b>	<b>2582</b>	<b>323</b>	<b>17</b>	<b>69</b>	<b>0</b>	<b>409</b>	<b>85</b>	<b>1660</b>	<b>32</b>	<b>0</b>	<b>1777</b>	<b>44</b>	<b>12</b>	<b>93</b>	<b>8</b>	<b>157</b>	<b>4925</b>
Apprch %	5.9	78.7	15.4	0		79	4.2	16.9	0		4.8	93.4	1.8	0		28	7.6	59.2	5.1		
Total %	3.1	41.2	8.1	0	52.4	6.6	0.3	1.4	0	8.3	1.7	33.7	0.6	0	36.1	0.9	0.2	1.9	0.2	3.2	

Start Time	A1A Southbound				Sawgrass Dr Westbound				A1A Northbound				Fairfield Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	14	204	<b>48</b>	<b>266</b>	34	1	5	40	<b>9</b>	150	<b>4</b>	163	<b>5</b>	<b>2</b>	6	13	482
05:00 PM	9	<b>217</b>	28	254	<b>45</b>	<b>3</b>	5	<b>53</b>	9	151	4	164	4	1	9	14	485
05:15 PM	<b>16</b>	193	32	241	32	0	<b>9</b>	41	5	158	4	167	3	1	7	11	460
05:30 PM	13	216	33	262	28	1	8	37	7	<b>177</b>	3	<b>187</b>	1	0	<b>17</b>	<b>18</b>	<b>504</b>
Total Volume	52	830	141	1023	139	5	27	171	30	636	15	681	13	4	39	56	1931
% App. Total	5.1	81.1	13.8		81.3	2.9	15.8		4.4	93.4	2.2		23.2	7.1	69.6		
PHF	.813	.956	.734	.961	.772	.417	.750	.807	.833	.898	.938	.910	.650	.500	.574	.778	.958

Peggy Malone & Associates, Inc.  
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File Name : T18 A1A & Plantation Dr AM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Car

Start Time	A1A Southbound					Westbound St. Westbound					A1A Northbound					Plantation Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	3	15	0	0	18	0	0	0	0	0	0	42	0	0	42	1	0	5	1	7	67
06:15 AM	6	34	0	0	40	0	0	0	0	0	0	44	0	0	44	0	0	5	0	5	89
06:30 AM	6	29	0	0	35	0	0	0	0	0	0	59	2	0	61	0	0	7	1	8	104
06:45 AM	5	52	0	0	57	0	0	0	0	0	0	87	1	0	88	1	0	9	5	15	160
Total	20	130	0	0	150	0	0	0	0	0	0	232	3	0	235	2	0	26	7	35	420
07:00 AM	7	55	0	0	62	0	0	0	0	0	0	99	1	0	100	2	0	17	7	26	188
07:15 AM	5	92	0	0	97	0	0	0	0	0	0	154	1	0	155	2	0	19	0	21	273
07:30 AM	7	85	0	0	92	0	0	0	0	0	0	198	1	0	199	1	0	22	0	23	314
07:45 AM	19	117	0	0	136	0	0	0	0	0	0	184	1	0	185	1	0	17	0	18	339
Total	38	349	0	0	387	0	0	0	0	0	0	635	4	0	639	6	0	75	7	88	1114
08:00 AM	15	140	0	0	155	0	0	0	0	0	0	194	3	0	197	1	0	25	2	28	380
08:15 AM	40	167	0	0	207	0	0	0	0	0	0	227	12	0	239	0	0	18	2	20	466
08:30 AM	30	157	0	0	187	0	0	0	0	0	0	166	6	0	172	5	0	17	5	27	386
08:45 AM	12	108	0	0	120	0	0	0	0	0	0	175	1	0	176	2	0	22	0	24	320
Total	97	572	0	0	669	0	0	0	0	0	0	762	22	0	784	8	0	82	9	99	1552
Grand Total	155	1051	0	0	1206	0	0	0	0	0	0	1629	29	0	1658	16	0	183	23	222	3086
Apprch %	12.9	87.1	0	0		0	0	0	0		0	98.3	1.7	0		7.2	0	82.4	10.4		
Total %	5	34.1	0	0	39.1	0	0	0	0	0	0	52.8	0.9	0	53.7	0.5	0	5.9	0.7	7.2	

Start Time	A1A Southbound				Westbound St. Westbound				A1A Northbound				Plantation Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	19	117	0	136	0	0	0	0	0	184	1	185	1	0	17	18	339
08:00 AM	15	140	0	155	0	0	0	0	0	194	3	197	1	0	25	26	378
08:15 AM	<b>40</b>	<b>167</b>	0	<b>207</b>	0	0	0	0	0	<b>227</b>	<b>12</b>	<b>239</b>	0	0	18	18	<b>464</b>
08:30 AM	30	157	0	187	0	0	0	0	0	166	6	172	5	0	17	22	381
Total Volume	104	581	0	685	0	0	0	0	0	771	22	793	7	0	77	84	1562
% App. Total	15.2	84.8	0		0	0	0		0	97.2	2.8		8.3	0	91.7		
PHF	.650	.870	.000	.827	.000	.000	.000	.000	.000	.849	.458	.829	.350	.000	.770	.808	.842

Peggy Malone & Associates, Inc.  
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File Name : T18 A1A & Plantation Dr AM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Truck

Start Time	A1A Southbound					Westbound St. Westbound					A1A Northbound					Plantation Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
06:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
06:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<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>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
07:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
07:45 AM	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
<b>Total</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>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
08:15 AM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
08:30 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
08:45 AM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
<b>Total</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>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
<b>Grand Total</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	40	0	0	40	0	0	0	0	0	0	60	0	0	60	0	0	0	0	0	0

Start Time	A1A Southbound				Westbound St. Westbound				A1A Northbound				Plantation Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0	7
07:45 AM	0	5	0	5	0	0	0	0	0	8	0	8	0	0	0	0	13
08:00 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
08:15 AM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
<b>Total Volume</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.600	.000	.600	.000	.000	.000	.000	.000	.719	.000	.719	.000	.000	.000	.000	.673

Peggy Malone & Associates, Inc.  
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File Name : T18 A1A & Plantation Dr AM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Combined

Start Time	A1A Southbound					Westbound St. Westbound					A1A Northbound					Plantation Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	3	15	0	0	18	0	0	0	0	0	0	44	0	0	44	1	0	5	1	7	69
06:15 AM	6	34	0	0	40	0	0	0	0	0	0	47	0	0	47	0	0	5	0	5	92
06:30 AM	6	30	0	0	36	0	0	0	0	0	0	62	2	0	64	0	0	7	1	8	108
06:45 AM	5	53	0	0	58	0	0	0	0	0	0	88	1	0	89	1	0	9	5	15	162
Total	20	132	0	0	152	0	0	0	0	0	0	241	3	0	244	2	0	26	7	35	431
07:00 AM	7	59	0	0	66	0	0	0	0	0	0	100	1	0	101	2	0	17	7	26	193
07:15 AM	5	94	0	0	99	0	0	0	0	0	0	157	1	0	158	2	0	19	0	21	278
07:30 AM	7	86	0	0	93	0	0	0	0	0	0	204	1	0	205	1	0	22	0	23	321
07:45 AM	19	122	0	0	141	0	0	0	0	0	0	192	1	0	193	1	0	17	0	18	352
Total	38	361	0	0	399	0	0	0	0	0	0	653	4	0	657	6	0	75	7	88	1144
08:00 AM	15	141	0	0	156	0	0	0	0	0	0	198	3	0	201	1	0	25	2	28	385
08:15 AM	40	172	0	0	212	0	0	0	0	0	0	232	12	0	244	0	0	18	2	20	476
08:30 AM	30	161	0	0	191	0	0	0	0	0	0	169	6	0	175	5	0	17	5	27	393
08:45 AM	12	114	0	0	126	0	0	0	0	0	0	181	1	0	182	2	0	22	0	24	332
Total	97	588	0	0	685	0	0	0	0	0	0	780	22	0	802	8	0	82	9	99	1586
Grand Total	155	1081	0	0	1236	0	0	0	0	0	0	1674	29	0	1703	16	0	183	23	222	3161
Apprch %	12.5	87.5	0	0		0	0	0	0		0	98.3	1.7	0		7.2	0	82.4	10.4		
Total %	4.9	34.2	0	0	39.1	0	0	0	0	0	0	53	0.9	0	53.9	0.5	0	5.8	0.7	7	

Start Time	A1A Southbound				Westbound St. Westbound				A1A Northbound				Plantation Dr Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45 AM																		
07:45 AM	19	122	0	141	0	0	0	0	0	0	192	1	193	1	0	17	18	352
08:00 AM	15	141	0	156	0	0	0	0	0	0	198	3	201	1	0	25	26	383
08:15 AM	<b>40</b>	<b>172</b>	0	<b>212</b>	0	0	0	0	0	0	<b>232</b>	<b>12</b>	<b>244</b>	0	0	18	18	<b>474</b>
08:30 AM	30	161	0	191	0	0	0	0	0	0	169	6	175	5	0	17	22	388
Total Volume	104	596	0	700	0	0	0	0	0	0	791	22	813	7	0	77	84	1597
% App. Total	14.9	85.1	0		0	0	0		0	0	97.3	2.7		8.3	0	91.7		
PHF	.650	.866	.000	.825	.000	.000	.000	.000	.000	.000	.852	.458	.833	.350	.000	.770	.808	.842

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

File Name : T18 A1A & Plantation Dr PM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Car

Start Time	A1A Southbound					Westbound St. Westbound					A1A Northbound					Plantation Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	19	174	0	0	193	0	0	0	0	0	0	154	0	0	154	2	0	15	0	17	364
04:15 PM	15	136	0	0	151	0	0	0	0	0	0	138	2	0	140	2	0	16	0	18	309
04:30 PM	20	140	0	0	160	0	0	0	0	0	0	126	3	0	129	1	0	14	0	15	304
04:45 PM	16	191	0	0	207	0	0	0	0	0	0	140	3	0	143	3	0	17	0	20	370
Total	70	641	0	0	711	0	0	0	0	0	0	558	8	0	566	8	0	62	0	70	1347
05:00 PM	22	215	0	0	237	0	0	0	0	0	0	150	0	0	150	3	0	12	4	19	406
05:15 PM	28	203	0	0	231	0	0	0	0	0	0	152	5	0	157	4	0	15	2	21	409
05:30 PM	21	212	0	0	233	0	0	0	0	0	0	149	1	0	150	0	0	24	3	27	410
05:45 PM	21	173	0	0	194	0	0	0	0	0	0	141	1	0	142	2	0	11	0	13	349
Total	92	803	0	0	895	0	0	0	0	0	0	592	7	0	599	9	0	62	9	80	1574
06:00 PM	23	144	0	0	167	0	0	0	0	0	0	102	1	0	103	1	0	26	0	27	297
06:15 PM	19	125	0	0	144	0	0	0	0	0	0	104	2	0	106	0	0	15	0	15	265
06:30 PM	18	100	0	0	118	0	0	0	0	0	0	79	0	0	79	0	0	6	1	7	204
06:45 PM	19	102	0	0	121	0	0	0	0	0	0	73	0	0	73	0	0	4	0	4	198
Total	79	471	0	0	550	0	0	0	0	0	0	358	3	0	361	1	0	51	1	53	964
Grand Total	241	1915	0	0	2156	0	0	0	0	0	0	1508	18	0	1526	18	0	175	10	203	3885
Apprch %	11.2	88.8	0	0		0	0	0	0		0	98.8	1.2	0		8.9	0	86.2	4.9		
Total %	6.2	49.3	0	0	55.5	0	0	0	0	0	0	38.8	0.5	0	39.3	0.5	0	4.5	0.3	5.2	

Start Time	A1A Southbound				Westbound St. Westbound				A1A Northbound				Plantation Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	16	191	0	207	0	0	0	0	0	140	3	143	3	0	17	20	370
05:00 PM	22	215	0	237	0	0	0	0	0	150	0	150	3	0	12	15	402
05:15 PM	28	203	0	231	0	0	0	0	0	152	5	157	4	0	15	19	407
05:30 PM	21	212	0	233	0	0	0	0	0	149	1	150	0	0	24	24	407
Total Volume	87	821	0	908	0	0	0	0	0	591	9	600	10	0	68	78	1586
% App. Total	9.6	90.4	0		0	0	0		0	98.5	1.5		12.8	0	87.2		
PHF	.777	.955	.000	.958	.000	.000	.000	.000	.000	.972	.450	.955	.625	.000	.708	.813	.974

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

File Name : T18 A1A & Plantation Dr PM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Truck

Start Time	A1A Southbound					Westbound St. Westbound					A1A Northbound					Plantation Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
04:15 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
04:30 PM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	21	0	0	21	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	38
05:00 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	17
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	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Grand Total	0	35	0	0	35	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	58
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	60.3	0	0	60.3	0	0	0	0	0	0	39.7	0	0	39.7	0	0	0	0	0	

Start Time	A1A Southbound				Westbound St. Westbound				A1A Northbound				Plantation Dr Eastbound				Int. Total			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total				
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:00 PM																				
04:00 PM	0	4	0	4	0	0	0	0	0	0	10	0	10	0	0	0	0	0	0	14
04:15 PM	0	6	0	6	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	9
04:30 PM	0	8	0	8	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	10
04:45 PM	0	3	0	3	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	5
Total Volume	0	21	0	21	0	0	0	0	0	0	17	0	17	0	0	0	0	0	0	38
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0					
PHF	.000	.656	.000	.656	.000	.000	.000	.000	.000	.000	.425	.000	.425	.000	.000	.000	.000	.000	.000	.679



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

File Name : T18 A1A & Plantation Dr PM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Combined

Start Time	A1A Southbound					Westbound St. Westbound					A1A Northbound					Plantation Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	19	178	0	0	197	0	0	0	0	0	0	164	0	0	164	2	0	15	0	17	378
04:15 PM	15	142	0	0	157	0	0	0	0	0	0	141	2	0	143	2	0	16	0	18	318
04:30 PM	20	148	0	0	168	0	0	0	0	0	0	128	3	0	131	1	0	14	0	15	314
04:45 PM	16	194	0	0	210	0	0	0	0	0	0	142	3	0	145	3	0	17	0	20	375
Total	70	662	0	0	732	0	0	0	0	0	0	575	8	0	583	8	0	62	0	70	1385
05:00 PM	22	220	0	0	242	0	0	0	0	0	0	152	0	0	152	3	0	12	4	19	413
05:15 PM	28	207	0	0	235	0	0	0	0	0	0	153	5	0	158	4	0	15	2	21	414
05:30 PM	21	213	0	0	234	0	0	0	0	0	0	150	1	0	151	0	0	24	3	27	412
05:45 PM	21	175	0	0	196	0	0	0	0	0	0	142	1	0	143	2	0	11	0	13	352
Total	92	815	0	0	907	0	0	0	0	0	0	597	7	0	604	9	0	62	9	80	1591
06:00 PM	23	145	0	0	168	0	0	0	0	0	0	102	1	0	103	1	0	26	0	27	298
06:15 PM	19	125	0	0	144	0	0	0	0	0	0	104	2	0	106	0	0	15	0	15	265
06:30 PM	18	101	0	0	119	0	0	0	0	0	0	79	0	0	79	0	0	6	1	7	205
06:45 PM	19	102	0	0	121	0	0	0	0	0	0	74	0	0	74	0	0	4	0	4	199
Total	79	473	0	0	552	0	0	0	0	0	0	359	3	0	362	1	0	51	1	53	967
Grand Total	241	1950	0	0	2191	0	0	0	0	0	0	1531	18	0	1549	18	0	175	10	203	3943
Apprch %	11	89	0	0		0	0	0	0		0	98.8	1.2	0		8.9	0	86.2	4.9		
Total %	6.1	49.5	0	0	55.6	0	0	0	0	0	0	38.8	0.5	0	39.3	0.5	0	4.4	0.3	5.1	

Start Time	A1A Southbound				Westbound St. Westbound				A1A Northbound				Plantation Dr Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:45 PM																		
04:45 PM	16	194	0	210	0	0	0	0	0	0	142	3	145	3	0	17	20	375
05:00 PM	22	220	0	242	0	0	0	0	0	0	152	0	152	3	0	12	15	409
05:15 PM	28	207	0	235	0	0	0	0	0	0	153	5	158	4	0	15	19	412
05:30 PM	21	213	0	234	0	0	0	0	0	0	150	1	151	0	0	24	24	409
Total Volume	87	834	0	921	0	0	0	0	0	0	597	9	606	10	0	68	78	1605
% App. Total	9.4	90.6	0		0	0	0		0	0	98.5	1.5		12.8	0	87.2		
PHF	.777	.948	.000	.951	.000	.000	.000	.000	.000	.000	.975	.450	.959	.625	.000	.708	.813	.974

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

File Name : T19 A1A & Crossroad Lakes Dr\_Oceans Edge Dr AM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Car

Start Time	A1A Southbound					Oceans Edge Dr Westbound					A1A Northbound					Crossroad Lakes Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	1	15	0	0	16	1	0	1	0	2	1	32	0	0	33	1	0	7	0	8	59
06:15 AM	0	30	0	0	30	2	0	0	0	2	0	39	0	0	39	1	0	3	1	5	76
06:30 AM	0	26	2	0	28	1	0	1	0	2	0	65	0	0	65	3	0	5	2	10	105
06:45 AM	3	50	0	0	53	2	0	1	0	3	1	70	1	0	72	6	0	14	2	22	150
Total	4	121	2	0	127	6	0	3	0	9	2	206	1	0	209	11	0	29	5	45	390
07:00 AM	2	51	0	0	53	3	0	1	0	4	0	82	0	0	82	2	0	13	6	21	160
07:15 AM	4	90	2	0	96	4	0	1	0	5	0	141	4	0	145	12	0	13	2	27	273
07:30 AM	3	79	0	0	82	5	0	3	0	8	0	181	1	0	182	2	0	18	0	20	292
07:45 AM	3	116	0	0	119	3	0	3	0	6	4	151	2	0	157	8	0	23	0	31	313
Total	12	336	2	0	350	15	0	8	0	23	4	555	7	0	566	24	0	67	8	99	1038
08:00 AM	5	117	5	0	127	5	0	6	0	11	2	163	1	0	166	15	0	26	0	41	345
08:15 AM	12	149	2	0	163	10	0	4	0	14	2	209	1	0	212	13	0	18	4	35	424
08:30 AM	8	170	0	0	178	6	0	3	0	9	1	154	6	0	161	10	0	17	0	27	375
08:45 AM	4	98	0	0	102	3	0	1	0	4	2	154	1	0	157	14	0	13	0	27	290
Total	29	534	7	0	570	24	0	14	0	38	7	680	9	0	696	52	0	74	4	130	1434
Grand Total	45	991	11	0	1047	45	0	25	0	70	13	1441	17	0	1471	87	0	170	17	274	2862
Apprch %	4.3	94.7	1.1	0		64.3	0	35.7	0		0.9	98	1.2	0		31.8	0	62	6.2		
Total %	1.6	34.6	0.4	0	36.6	1.6	0	0.9	0	2.4	0.5	50.3	0.6	0	51.4	3	0	5.9	0.6	9.6	

Start Time	A1A Southbound				Oceans Edge Dr Westbound				A1A Northbound				Crossroad Lakes Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	116	0	119	3	0	3	6	4	151	2	157	8	0	23	31	313
08:00 AM	5	117	5	127	5	0	6	11	2	163	1	166	15	0	26	41	345
08:15 AM	12	149	2	163	10	0	4	14	2	209	1	212	13	0	18	31	420
08:30 AM	8	170	0	178	6	0	3	9	1	154	6	161	10	0	17	27	375
Total Volume	28	552	7	587	24	0	16	40	9	677	10	696	46	0	84	130	1453
% App. Total	4.8	94	1.2		60	0	40		1.3	97.3	1.4		35.4	0	64.6		
PHF	.583	.812	.350	.824	.600	.000	.667	.714	.563	.810	.417	.821	.767	.000	.808	.793	.865

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

File Name : T19 A1A & Crossroad Lakes Dr\_Oceans Edge Dr AM  
Site Code :  
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Groups Printed- Truck

Start Time	A1A Southbound					Oceans Edge Dr Westbound					A1A Northbound					Crossroad Lakes Dr Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
06:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
06:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
<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>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
07:00 AM	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	1	8
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	6
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	6
07:45 AM	3	3	0	0	6	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	1	16
<b>Total</b>	<b>4</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>36</b>
08:00 AM	0	1	0	0	1	0	0	0	0	0	1	4	1	0	6	0	0	0	0	0	0	7
08:15 AM	1	4	0	0	5	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	2	12
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	0	7
08:45 AM	2	5	0	0	7	0	0	1	0	1	0	6	0	0	6	1	0	1	0	2	2	16
<b>Total</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>42</b>
<b>Grand Total</b>	<b>7</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>44</b>	<b>3</b>	<b>0</b>	<b>48</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>89</b>
Apprch %	21.9	75	3.1	0		0	0	100	0		2.1	91.7	6.2	0		62.5	0	37.5	0			
Total %	7.9	27	1.1	0	36	0	0	1.1	0	1.1	1.1	49.4	3.4	0	53.9	5.6	0	3.4	0	9		

Start Time	A1A Southbound				Oceans Edge Dr Westbound				A1A Northbound				Crossroad Lakes Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	3	0	6	0	0	0	0	0	9	0	9	1	0	0	1	16
08:00 AM	0	1	0	1	0	0	0	0	1	4	1	6	0	0	0	0	7
08:15 AM	1	4	0	5	0	0	0	0	0	5	0	5	2	0	0	2	12
08:30 AM	0	3	0	3	0	0	0	0	0	2	1	3	0	0	1	1	7
<b>Total Volume</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>2</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>42</b>
% App. Total	26.7	73.3	0		0	0	0		4.3	87	8.7		75	0	25		
PHF	.333	.688	.000	.625	.000	.000	.000	.000	.250	.556	.500	.639	.375	.000	.250	.500	.656

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

File Name : T19 A1A & Crossroad Lakes Dr\_Oceans Edge Dr AM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Combined

Start Time	A1A Southbound					Oceans Edge Dr Westbound					A1A Northbound					Crossroad Lakes Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	1	15	0	0	16	1	0	1	0	2	1	34	0	0	35	1	0	7	0	8	61
06:15 AM	0	30	0	0	30	2	0	0	0	2	0	42	0	0	42	1	0	3	1	5	79
06:30 AM	0	27	2	0	29	1	0	1	0	2	0	68	0	0	68	3	0	5	2	10	109
06:45 AM	3	51	0	0	54	2	0	1	0	3	1	71	1	0	73	6	0	14	2	22	152
Total	4	123	2	0	129	6	0	3	0	9	2	215	1	0	218	11	0	29	5	45	401
07:00 AM	3	55	0	0	58	3	0	1	0	4	0	84	0	0	84	3	0	13	6	22	168
07:15 AM	4	92	2	0	98	4	0	1	0	5	0	144	5	0	149	12	0	13	2	27	279
07:30 AM	3	79	1	0	83	5	0	3	0	8	0	185	1	0	186	2	0	19	0	21	298
07:45 AM	6	119	0	0	125	3	0	3	0	6	4	160	2	0	166	9	0	23	0	32	329
Total	16	345	3	0	364	15	0	8	0	23	4	573	8	0	585	26	0	68	8	102	1074
08:00 AM	5	118	5	0	128	5	0	6	0	11	3	167	2	0	172	15	0	26	0	41	352
08:15 AM	13	153	2	0	168	10	0	4	0	14	2	214	1	0	217	15	0	18	4	37	436
08:30 AM	8	173	0	0	181	6	0	3	0	9	1	156	7	0	164	10	0	18	0	28	382
08:45 AM	6	103	0	0	109	3	0	2	0	5	2	160	1	0	163	15	0	14	0	29	306
Total	32	547	7	0	586	24	0	15	0	39	8	697	11	0	716	55	0	76	4	135	1476
Grand Total	52	1015	12	0	1079	45	0	26	0	71	14	1485	20	0	1519	92	0	173	17	282	2951
Apprch %	4.8	94.1	1.1	0		63.4	0	36.6	0		0.9	97.8	1.3	0		32.6	0	61.3	6		
Total %	1.8	34.4	0.4	0	36.6	1.5	0	0.9	0	2.4	0.5	50.3	0.7	0	51.5	3.1	0	5.9	0.6	9.6	

Start Time	A1A Southbound				Oceans Edge Dr Westbound				A1A Northbound				Crossroad Lakes Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	6	119	0	125	3	0	3	6	4	160	2	166	9	0	23	32	329
08:00 AM	5	118	5	128	5	0	6	11	3	167	2	172	15	0	26	41	352
08:15 AM	13	153	2	168	10	0	4	14	2	214	1	217	15	0	18	33	432
08:30 AM	8	173	0	181	6	0	3	9	1	156	7	164	10	0	18	28	382
Total Volume	32	563	7	602	24	0	16	40	10	697	12	719	49	0	85	134	1495
% App. Total	5.3	93.5	1.2		60	0	40		1.4	96.9	1.7		36.6	0	63.4		
PHF	.615	.814	.350	.831	.600	.000	.667	.714	.625	.814	.429	.828	.817	.000	.817	.817	.865

Peggy Malone & Associates, Inc.  
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File Name : T19 A1A & Crossroad Lakes Dr\_Oceans Edge Dr PM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Car

Start Time	A1A Southbound					Oceans Edge Dr Westbound					A1A Northbound					Crossroad Lakes Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	21	144	4	1	170	0	0	1	0	1	0	147	8	0	155	9	1	11	0	21	347
04:15 PM	5	130	5	0	140	1	0	2	0	3	0	125	8	0	133	5	0	10	0	15	291
04:30 PM	8	127	1	1	137	2	0	1	0	3	1	120	6	0	127	7	0	6	1	14	281
04:45 PM	14	164	3	0	181	0	0	0	0	0	2	127	9	0	138	4	0	10	3	17	336
Total	48	565	13	2	628	3	0	4	0	7	3	519	31	0	553	25	1	37	4	67	1255
05:00 PM	12	192	4	0	208	3	0	2	0	5	2	126	9	0	137	5	0	8	3	16	366
05:15 PM	14	190	5	0	209	1	0	2	0	3	1	143	5	0	149	5	0	9	8	22	383
05:30 PM	13	193	7	0	213	2	0	1	0	3	4	132	9	0	145	8	0	10	2	20	381
05:45 PM	20	154	3	0	177	3	0	1	0	4	0	127	8	0	135	3	0	5	0	8	324
Total	59	729	19	0	807	9	0	6	0	15	7	528	31	0	566	21	0	32	13	66	1454
06:00 PM	13	130	0	0	143	5	0	0	0	5	3	93	5	0	101	3	0	7	0	10	259
06:15 PM	19	105	5	0	129	2	0	2	0	4	1	88	8	0	97	2	0	8	0	10	240
06:30 PM	15	71	3	0	89	9	0	0	0	9	1	57	2	0	60	3	0	14	0	17	175
06:45 PM	20	77	4	0	101	6	0	0	0	6	1	57	9	0	67	3	0	8	0	11	185
Total	67	383	12	0	462	22	0	2	0	24	6	295	24	0	325	11	0	37	0	48	859
Grand Total	174	1677	44	2	1897	34	0	12	0	46	16	1342	86	0	1444	57	1	106	17	181	3568
Apprch %	9.2	88.4	2.3	0.1		73.9	0	26.1	0		1.1	92.9	6	0		31.5	0.6	58.6	9.4		
Total %	4.9	47	1.2	0.1	53.2	1	0	0.3	0	1.3	0.4	37.6	2.4	0	40.5	1.6	0	3	0.5	5.1	

Start Time	A1A Southbound				Oceans Edge Dr Westbound				A1A Northbound				Crossroad Lakes Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	14	164	3	181	0	0	0	0	2	127	9	138	4	0	10	14	333
05:00 PM	12	192	4	208	3	0	2	5	2	126	9	137	5	0	8	13	363
05:15 PM	14	190	5	209	1	0	2	3	1	143	5	149	5	0	9	14	375
05:30 PM	13	193	7	213	2	0	1	3	4	132	9	145	8	0	10	18	379
Total Volume	53	739	19	811	6	0	5	11	9	528	32	569	22	0	37	59	1450
% App. Total	6.5	91.1	2.3		54.5	0	45.5		1.6	92.8	5.6		37.3	0	62.7		
PHF	.946	.957	.679	.952	.500	.000	.625	.550	.563	.923	.889	.955	.688	.000	.925	.819	.956

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

File Name : T19 A1A & Crossroad Lakes Dr\_Oceans Edge Dr PM  
Site Code :  
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Groups Printed- Truck

Start Time	A1A Southbound					Oceans Edge Dr Westbound					A1A Northbound					Crossroad Lakes Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	18
04:15 PM	1	6	0	0	7	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	12
04:30 PM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	9
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
<b>Total</b>	1	21	0	0	22	0	0	0	0	0	0	19	1	0	20	2	0	0	0	2	44
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
05:15 PM	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	8
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	1	12	0	0	13	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	20
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	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Grand Total</b>	2	35	0	0	37	0	0	0	0	0	0	25	1	0	26	3	0	0	0	3	66
Apprch %	5.4	94.6	0	0		0	0	0	0		0	96.2	3.8	0		100	0	0	0		
Total %	3	53	0	0	56.1	0	0	0	0	0	0	37.9	1.5	0	39.4	4.5	0	0	0	4.5	

Start Time	A1A Southbound				Oceans Edge Dr Westbound				A1A Northbound				Crossroad Lakes Dr Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	4	0	4	0	0	0	0	0	0	13	1	14	0	0	0	0	18
04:15 PM	1	6	0	7	0	0	0	0	0	0	4	0	4	1	0	0	1	12
04:30 PM	0	8	0	8	0	0	0	0	0	0	0	0	0	1	0	0	1	9
04:45 PM	0	3	0	3	0	0	0	0	0	0	2	0	2	0	0	0	0	5
<b>Total Volume</b>	1	21	0	22	0	0	0	0	0	0	19	1	20	2	0	0	2	44
% App. Total	4.5	95.5	0		0	0	0		0	0	95	5		100	0	0		
PHF	.250	.656	.000	.688	.000	.000	.000	.000	.000	.000	.365	.250	.357	.500	.000	.000	.500	.611

Peggy Malone & Associates, Inc.  
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File Name : T19 A1A & Crossroad Lakes Dr\_Oceans Edge Dr PM  
Site Code :  
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Groups Printed- Combined

Start Time	A1A Southbound					Oceans Edge Dr Westbound					A1A Northbound					Crossroad Lakes Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	21	148	4	1	174	0	0	1	0	1	0	160	9	0	169	9	1	11	0	21	365
04:15 PM	6	136	5	0	147	1	0	2	0	3	0	129	8	0	137	6	0	10	0	16	303
04:30 PM	8	135	1	1	145	2	0	1	0	3	1	120	6	0	127	8	0	6	1	15	290
04:45 PM	14	167	3	0	184	0	0	0	0	0	2	129	9	0	140	4	0	10	3	17	341
Total	49	586	13	2	650	3	0	4	0	7	3	538	32	0	573	27	1	37	4	69	1299
05:00 PM	12	196	4	0	212	3	0	2	0	5	2	129	9	0	140	5	0	8	3	16	373
05:15 PM	15	195	5	0	215	1	0	2	0	3	1	144	5	0	150	6	0	9	8	23	391
05:30 PM	13	194	7	0	214	2	0	1	0	3	4	134	9	0	147	8	0	10	2	20	384
05:45 PM	20	156	3	0	179	3	0	1	0	4	0	127	8	0	135	3	0	5	0	8	326
Total	60	741	19	0	820	9	0	6	0	15	7	534	31	0	572	22	0	32	13	67	1474
06:00 PM	13	131	0	0	144	5	0	0	0	5	3	93	5	0	101	3	0	7	0	10	260
06:15 PM	19	105	5	0	129	2	0	2	0	4	1	88	8	0	97	2	0	8	0	10	240
06:30 PM	15	72	3	0	90	9	0	0	0	9	1	57	2	0	60	3	0	14	0	17	176
06:45 PM	20	77	4	0	101	6	0	0	0	6	1	57	9	0	67	3	0	8	0	11	185
Total	67	385	12	0	464	22	0	2	0	24	6	295	24	0	325	11	0	37	0	48	861
Grand Total	176	1712	44	2	1934	34	0	12	0	46	16	1367	87	0	1470	60	1	106	17	184	3634
Apprch %	9.1	88.5	2.3	0.1		73.9	0	26.1	0		1.1	93	5.9	0		32.6	0.5	57.6	9.2		
Total %	4.8	47.1	1.2	0.1	53.2	0.9	0	0.3	0	1.3	0.4	37.6	2.4	0	40.5	1.7	0	2.9	0.5	5.1	

Start Time	A1A Southbound				Oceans Edge Dr Westbound				A1A Northbound				Crossroad Lakes Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	14	167	3	184	0	0	0	0	2	129	9	140	4	0	10	14	338
05:00 PM	12	196	4	212	3	0	2	5	2	129	9	140	5	0	8	13	370
05:15 PM	15	195	5	215	1	0	2	3	1	144	5	150	6	0	9	15	383
05:30 PM	13	194	7	214	2	0	1	3	4	134	9	147	8	0	10	18	382
Total Volume	54	752	19	825	6	0	5	11	9	536	32	577	23	0	37	60	1473
% App. Total	6.5	91.2	2.3		54.5	0	45.5		1.6	92.9	5.5		38.3	0	61.7		
PHF	.900	.959	.679	.959	.500	.000	.625	.550	.563	.931	.889	.962	.719	.000	.925	.833	.961

Peggy Malone & Associates, Inc.  
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File Name : T20 A1A & Mickler Rd AM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Car

Start Time	A1A Southbound					Ponte Vedra Blvd Westbound					A1A Northbound					Mickler Red Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	3	8	0	0	11	1	1	0	0	2	0	19	3	0	22	3	1	11	0	15	50
06:15 AM	9	23	0	0	32	1	0	0	0	1	0	23	4	0	27	0	2	15	0	17	77
06:30 AM	17	12	0	0	29	2	3	0	0	5	0	28	8	0	36	2	5	28	0	35	105
06:45 AM	22	21	6	0	49	2	3	0	0	5	0	38	7	0	45	9	7	32	0	48	147
Total	51	64	6	0	121	6	7	0	0	13	0	108	22	0	130	14	15	86	0	115	379
07:00 AM	17	29	2	0	48	3	5	0	0	8	1	40	16	0	57	3	4	50	0	57	170
07:15 AM	53	41	5	0	99	3	14	2	0	19	2	50	14	0	66	6	6	87	0	99	283
07:30 AM	49	34	3	0	86	3	5	0	0	8	4	75	13	0	92	5	6	102	0	113	299
07:45 AM	53	47	4	0	104	6	6	0	0	12	3	42	19	0	64	13	9	114	0	136	316
Total	172	151	14	0	337	15	30	2	0	47	10	207	62	0	279	27	25	353	0	405	1068
08:00 AM	96	29	6	0	131	1	13	1	0	15	5	53	18	0	76	8	13	122	0	143	365
08:15 AM	119	34	6	0	159	2	15	2	0	19	10	71	22	0	103	13	16	139	0	168	449
08:30 AM	106	60	3	0	169	2	13	1	0	16	1	49	10	0	60	13	22	105	0	140	385
08:45 AM	77	36	2	0	115	7	14	3	0	24	9	57	18	0	84	18	10	89	0	117	340
Total	398	159	17	0	574	12	55	7	0	74	25	230	68	0	323	52	61	455	0	568	1539
Grand Total	621	374	37	0	1032	33	92	9	0	134	35	545	152	0	732	93	101	894	0	1088	2986
Apprch %	60.2	36.2	3.6	0		24.6	68.7	6.7	0		4.8	74.5	20.8	0		8.5	9.3	82.2	0		
Total %	20.8	12.5	1.2	0	34.6	1.1	3.1	0.3	0	4.5	1.2	18.3	5.1	0	24.5	3.1	3.4	29.9	0	36.4	

Start Time	A1A Southbound				Ponte Vedra Blvd Westbound				A1A Northbound				Mickler Red Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	96	29	6	131	1	13	1	15	5	53	18	76	8	13	122	143	365
08:15 AM	<b>119</b>	34	6	159	2	<b>15</b>	2	19	<b>10</b>	<b>71</b>	<b>22</b>	<b>103</b>	13	16	<b>139</b>	<b>168</b>	<b>449</b>
08:30 AM	106	<b>60</b>	3	<b>169</b>	2	13	1	16	1	49	10	60	13	<b>22</b>	105	140	385
08:45 AM	77	36	2	115	<b>7</b>	14	<b>3</b>	<b>24</b>	9	57	18	84	<b>18</b>	10	89	117	340
Total Volume	398	159	17	574	12	55	7	74	25	230	68	323	52	61	455	568	1539
% App. Total	69.3	27.7	3		16.2	74.3	9.5		7.7	71.2	21.1		9.2	10.7	80.1		
PHF	.836	.663	.708	.849	.429	.917	.583	.771	.625	.810	.773	.784	.722	.693	.818	.845	.857



# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : T20 A1A & Mickler Rd AM  
 Site Code :  
 Start Date : 12/8/2015  
 Page No : 1

Groups Printed- Truck

Start Time	A1A Southbound					Ponte Vedra Blvd Westbound					A1A Northbound					Mickler Red Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
06:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	5
06:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>2</b>	<b>0</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>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>12</b>
07:00 AM	4	1	1	0	6	1	0	0	0	1	1	0	1	0	2	1	0	1	0	2	11
07:15 AM	1	1	0	0	2	0	0	1	0	1	0	1	0	0	1	1	0	3	0	4	8
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	3	0	4	1	0	3	0	4	9
07:45 AM	0	2	2	0	4	0	0	0	0	0	0	3	0	0	3	0	0	6	0	6	13
<b>Total</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>16</b>	<b>41</b>
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	5	3	0	8	11
08:15 AM	5	1	0	0	6	0	0	0	0	0	0	2	1	0	3	0	0	3	0	3	12
08:30 AM	0	2	0	0	2	0	5	0	0	5	0	1	2	0	3	2	2	1	0	5	15
08:45 AM	6	2	0	0	8	0	1	0	0	1	0	2	1	0	3	1	0	4	0	5	17
<b>Total</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>21</b>	<b>55</b>
<b>Grand Total</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>26</b>	<b>6</b>	<b>7</b>	<b>29</b>	<b>0</b>	<b>42</b>	<b>108</b>
Apprch %	58.1	32.3	9.7	0		11.1	77.8	11.1	0		3.8	61.5	34.6	0		14.3	16.7	69	0		
Total %	16.7	9.3	2.8	0	28.7	0.9	6.5	0.9	0	8.3	0.9	14.8	8.3	0	24.1	5.6	6.5	26.9	0	38.9	

Start Time	A1A Southbound				Ponte Vedra Blvd Westbound				A1A Northbound				Mickler Red Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	5	3	8	11
08:15 AM	5	1	0	6	0	0	0	0	0	2	1	3	0	0	3	3	12
08:30 AM	0	2	0	2	0	5	0	5	0	1	2	3	2	2	1	5	15
08:45 AM	6	2	0	8	0	1	0	1	0	2	1	3	1	0	4	5	17
<b>Total Volume</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>11</b>	<b>3</b>	<b>7</b>	<b>11</b>	<b>21</b>	<b>55</b>
% App. Total	64.7	35.3	0		0	100	0		0	63.6	36.4		14.3	33.3	52.4		
PHF	.458	.750	.000	.531	.000	.300	.000	.300	.000	.875	.500	.917	.375	.350	.688	.656	.809

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

File Name : T20 A1A & Mickler Rd AM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Combined

Start Time	A1A Southbound					Ponte Vedra Blvd Westbound					A1A Northbound					Mickler Red Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	3	8	0	0	11	1	1	0	0	2	0	20	3	0	23	3	1	12	0	16	52
06:15 AM	9	23	0	0	32	1	0	0	0	1	0	26	4	0	30	0	2	15	0	17	80
06:30 AM	18	12	0	0	30	2	3	0	0	5	0	28	9	0	37	2	5	31	0	38	110
06:45 AM	23	21	6	0	50	2	3	0	0	5	0	38	7	0	45	9	7	33	0	49	149
<b>Total</b>	<b>53</b>	<b>64</b>	<b>6</b>	<b>0</b>	<b>123</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>112</b>	<b>23</b>	<b>0</b>	<b>135</b>	<b>14</b>	<b>15</b>	<b>91</b>	<b>0</b>	<b>120</b>	<b>391</b>
07:00 AM	21	30	3	0	54	4	5	0	0	9	2	40	17	0	59	4	4	51	0	59	181
07:15 AM	54	42	5	0	101	3	14	3	0	20	2	51	14	0	67	7	6	90	0	103	291
07:30 AM	49	34	3	0	86	3	6	0	0	9	4	76	16	0	96	6	6	105	0	117	308
07:45 AM	53	49	6	0	108	6	6	0	0	12	3	45	19	0	67	13	9	120	0	142	329
<b>Total</b>	<b>177</b>	<b>155</b>	<b>17</b>	<b>0</b>	<b>349</b>	<b>16</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>50</b>	<b>11</b>	<b>212</b>	<b>66</b>	<b>0</b>	<b>289</b>	<b>30</b>	<b>25</b>	<b>366</b>	<b>0</b>	<b>421</b>	<b>1109</b>
08:00 AM	96	30	6	0	132	1	13	1	0	15	5	55	18	0	78	8	18	125	0	151	376
08:15 AM	124	35	6	0	165	2	15	2	0	19	10	73	23	0	106	13	16	142	0	171	461
08:30 AM	106	62	3	0	171	2	18	1	0	21	1	50	12	0	63	15	24	106	0	145	400
08:45 AM	83	38	2	0	123	7	15	3	0	25	9	59	19	0	87	19	10	93	0	122	357
<b>Total</b>	<b>409</b>	<b>165</b>	<b>17</b>	<b>0</b>	<b>591</b>	<b>12</b>	<b>61</b>	<b>7</b>	<b>0</b>	<b>80</b>	<b>25</b>	<b>237</b>	<b>72</b>	<b>0</b>	<b>334</b>	<b>55</b>	<b>68</b>	<b>466</b>	<b>0</b>	<b>589</b>	<b>1594</b>
<b>Grand Total</b>	<b>639</b>	<b>384</b>	<b>40</b>	<b>0</b>	<b>1063</b>	<b>34</b>	<b>99</b>	<b>10</b>	<b>0</b>	<b>143</b>	<b>36</b>	<b>561</b>	<b>161</b>	<b>0</b>	<b>758</b>	<b>99</b>	<b>108</b>	<b>923</b>	<b>0</b>	<b>1130</b>	<b>3094</b>
Apprch %	60.1	36.1	3.8	0		23.8	69.2	7	0		4.7	74	21.2	0		8.8	9.6	81.7	0		
Total %	20.7	12.4	1.3	0	34.4	1.1	3.2	0.3	0	4.6	1.2	18.1	5.2	0	24.5	3.2	3.5	29.8	0	36.5	

Start Time	A1A Southbound				Ponte Vedra Blvd Westbound				A1A Northbound				Mickler Red Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	96	30	6	132	1	13	1	15	5	55	18	78	8	18	125	151	376
08:15 AM	<b>124</b>	35	6	165	2	15	2	19	<b>10</b>	<b>73</b>	<b>23</b>	<b>106</b>	13	16	<b>142</b>	<b>171</b>	<b>461</b>
08:30 AM	106	<b>62</b>	3	<b>171</b>	2	<b>18</b>	1	21	1	50	12	63	15	<b>24</b>	106	145	400
08:45 AM	83	38	2	123	<b>7</b>	15	<b>3</b>	<b>25</b>	9	59	19	87	<b>19</b>	10	93	122	357
Total Volume	409	165	17	591	12	61	7	80	25	237	72	334	55	68	466	589	1594
% App. Total	69.2	27.9	2.9		15	76.2	8.8		7.5	71	21.6		9.3	11.5	79.1		
PHF	.825	.665	.708	.864	.429	.847	.583	.800	.625	.812	.783	.788	.724	.708	.820	.861	.864

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

File Name : T20 A1A & Mickler Rd PM  
Site Code :  
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Groups Printed- Car

Start Time	A1A Southbound					Ponte Vedra Blvd Westbound					A1A Northbound					Mickler Red Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	73	75	3	0	151	4	11	1	0	16	1	52	10	0	63	16	13	99	0	128	358
04:15 PM	60	68	5	0	133	6	10	6	0	22	4	50	10	0	64	17	10	69	0	96	315
04:30 PM	75	52	4	0	131	8	13	4	0	25	1	50	9	0	60	11	8	62	0	81	297
04:45 PM	94	69	10	0	173	9	9	5	0	23	3	54	10	0	67	5	14	77	0	96	359
<b>Total</b>	<b>302</b>	<b>264</b>	<b>22</b>	<b>0</b>	<b>588</b>	<b>27</b>	<b>43</b>	<b>16</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>206</b>	<b>39</b>	<b>0</b>	<b>254</b>	<b>49</b>	<b>45</b>	<b>307</b>	<b>0</b>	<b>401</b>	<b>1329</b>
05:00 PM	99	97	8	0	204	11	10	3	0	24	2	48	11	0	61	16	7	73	0	96	385
05:15 PM	111	83	3	0	197	4	17	6	0	27	4	47	9	0	60	7	10	91	0	108	392
05:30 PM	119	69	8	0	196	5	16	4	0	25	0	55	9	0	64	9	4	89	0	102	387
05:45 PM	84	73	4	0	161	6	19	1	0	26	2	43	11	0	56	12	3	81	0	96	339
<b>Total</b>	<b>413</b>	<b>322</b>	<b>23</b>	<b>0</b>	<b>758</b>	<b>26</b>	<b>62</b>	<b>14</b>	<b>0</b>	<b>102</b>	<b>8</b>	<b>193</b>	<b>40</b>	<b>0</b>	<b>241</b>	<b>44</b>	<b>24</b>	<b>334</b>	<b>0</b>	<b>402</b>	<b>1503</b>
06:00 PM	78	52	6	0	136	2	6	0	0	8	0	38	5	0	43	9	6	54	0	69	256
06:15 PM	49	52	1	0	102	3	8	0	0	11	0	38	4	0	42	14	4	54	0	72	227
06:30 PM	39	36	3	0	78	1	8	2	0	11	1	19	11	0	31	7	6	41	0	54	174
06:45 PM	39	40	2	0	81	4	1	1	0	6	1	21	1	0	23	10	3	42	0	55	165
<b>Total</b>	<b>205</b>	<b>180</b>	<b>12</b>	<b>0</b>	<b>397</b>	<b>10</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>2</b>	<b>116</b>	<b>21</b>	<b>0</b>	<b>139</b>	<b>40</b>	<b>19</b>	<b>191</b>	<b>0</b>	<b>250</b>	<b>822</b>
<b>Grand Total</b>	<b>920</b>	<b>766</b>	<b>57</b>	<b>0</b>	<b>1743</b>	<b>63</b>	<b>128</b>	<b>33</b>	<b>0</b>	<b>224</b>	<b>19</b>	<b>515</b>	<b>100</b>	<b>0</b>	<b>634</b>	<b>133</b>	<b>88</b>	<b>832</b>	<b>0</b>	<b>1053</b>	<b>3654</b>
Apprch %	52.8	43.9	3.3	0		28.1	57.1	14.7	0		3	81.2	15.8	0		12.6	8.4	79	0		
Total %	25.2	21	1.6	0	47.7	1.7	3.5	0.9	0	6.1	0.5	14.1	2.7	0	17.4	3.6	2.4	22.8	0	28.8	

Start Time	A1A Southbound				Ponte Vedra Blvd Westbound				A1A Northbound				Mickler Red Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	94	69	10	173	9	9	5	23	3	54	10	67	5	14	77	96	359
05:00 PM	99	97	8	204	11	10	3	24	2	48	11	61	16	7	73	96	385
05:15 PM	111	83	3	197	4	17	6	27	4	47	9	60	7	10	91	108	392
05:30 PM	119	69	8	196	5	16	4	25	0	55	9	64	9	4	89	102	387
Total Volume	423	318	29	770	29	52	18	99	9	204	39	252	37	35	330	402	1523
% App. Total	54.9	41.3	3.8		29.3	52.5	18.2		3.6	81	15.5		9.2	8.7	82.1		
PHF	.889	.820	.725	.944	.659	.765	.750	.917	.563	.927	.886	.940	.578	.625	.907	.931	.971

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

File Name : T20 A1A & Mickler Rd PM  
Site Code :  
Start Date : 12/8/2015  
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Groups Printed- Truck

Start Time	A1A Southbound					Ponte Vedra Blvd Westbound					A1A Northbound					Mickler Red Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	2	1	0	0	3	0	0	0	0	0	0	1	1	0	2	3	1	12	0	16	21
04:15 PM	5	1	1	0	7	0	1	1	0	2	1	1	2	0	4	1	3	3	0	7	20
04:30 PM	3	4	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
04:45 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
<b>Total</b>	12	7	2	0	21	0	1	1	0	2	1	3	3	0	7	4	4	16	0	24	54
05:00 PM	4	0	0	0	4	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	8
05:15 PM	2	2	0	0	4	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	6
05:30 PM	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
05:45 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
<b>Total</b>	7	4	1	0	12	0	4	0	0	4	0	3	2	0	5	0	0	2	0	2	23
06:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	4
<b>Grand Total</b>	21	11	3	0	35	0	6	1	0	7	1	6	5	0	12	5	4	18	0	27	81
Apprch %	60	31.4	8.6	0		0	85.7	14.3	0		8.3	50	41.7	0		18.5	14.8	66.7	0		
Total %	25.9	13.6	3.7	0	43.2	0	7.4	1.2	0	8.6	1.2	7.4	6.2	0	14.8	6.2	4.9	22.2	0	33.3	

Start Time	A1A Southbound				Ponte Vedra Blvd Westbound				A1A Northbound				Mickler Red Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	2	1	0	3	0	0	0	0	0	0	1	1	2	3	1	12	16	21
04:15 PM	5	1	1	7	0	1	1	2	1	1	2	4	1	3	3	7	20	
04:30 PM	3	4	1	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
04:45 PM	2	1	0	3	0	0	0	0	0	0	1	0	1	0	1	1	5	
<b>Total Volume</b>	12	7	2	21	0	1	1	2	1	3	3	7	4	4	16	24	54	
% App. Total	57.1	33.3	9.5		0	50	50		14.3	42.9	42.9		16.7	16.7	66.7			
PHF	.600	.438	.500	.656	.000	.250	.250	.250	.250	.750	.375	.438	.333	.333	.333	.375	.643	

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

File Name : T20 A1A & Mickler Rd PM  
Site Code :  
Start Date : 12/8/2015  
Page No : 1

Groups Printed- Combined

Start Time	A1A Southbound					Ponte Vedra Blvd Westbound					A1A Northbound					Mickler Red Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	75	76	3	0	154	4	11	1	0	16	1	53	11	0	65	19	14	111	0	144	379
04:15 PM	65	69	6	0	140	6	11	7	0	24	5	51	12	0	68	18	13	72	0	103	335
04:30 PM	78	56	5	0	139	8	13	4	0	25	1	50	9	0	60	11	8	62	0	81	305
04:45 PM	96	70	10	0	176	9	9	5	0	23	3	55	10	0	68	5	14	78	0	97	364
<b>Total</b>	<b>314</b>	<b>271</b>	<b>24</b>	<b>0</b>	<b>609</b>	<b>27</b>	<b>44</b>	<b>17</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>209</b>	<b>42</b>	<b>0</b>	<b>261</b>	<b>53</b>	<b>49</b>	<b>323</b>	<b>0</b>	<b>425</b>	<b>1383</b>
05:00 PM	103	97	8	0	208	11	12	3	0	26	2	49	12	0	63	16	7	73	0	96	393
05:15 PM	113	85	3	0	201	4	17	6	0	27	4	47	10	0	61	7	10	92	0	109	398
05:30 PM	119	69	9	0	197	5	18	4	0	27	0	56	9	0	65	9	4	89	0	102	391
05:45 PM	85	75	4	0	164	6	19	1	0	26	2	44	11	0	57	12	3	82	0	97	344
<b>Total</b>	<b>420</b>	<b>326</b>	<b>24</b>	<b>0</b>	<b>770</b>	<b>26</b>	<b>66</b>	<b>14</b>	<b>0</b>	<b>106</b>	<b>8</b>	<b>196</b>	<b>42</b>	<b>0</b>	<b>246</b>	<b>44</b>	<b>24</b>	<b>336</b>	<b>0</b>	<b>404</b>	<b>1526</b>
06:00 PM	79	52	6	0	137	2	7	0	0	9	0	38	5	0	43	10	6	54	0	70	259
06:15 PM	49	52	1	0	102	3	8	0	0	11	0	38	4	0	42	14	4	54	0	72	227
06:30 PM	40	36	3	0	79	1	8	2	0	11	1	19	11	0	31	7	6	41	0	54	175
06:45 PM	39	40	2	0	81	4	1	1	0	6	1	21	1	0	23	10	3	42	0	55	165
<b>Total</b>	<b>207</b>	<b>180</b>	<b>12</b>	<b>0</b>	<b>399</b>	<b>10</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>2</b>	<b>116</b>	<b>21</b>	<b>0</b>	<b>139</b>	<b>41</b>	<b>19</b>	<b>191</b>	<b>0</b>	<b>251</b>	<b>826</b>
<b>Grand Total</b>	<b>941</b>	<b>777</b>	<b>60</b>	<b>0</b>	<b>1778</b>	<b>63</b>	<b>134</b>	<b>34</b>	<b>0</b>	<b>231</b>	<b>20</b>	<b>521</b>	<b>105</b>	<b>0</b>	<b>646</b>	<b>138</b>	<b>92</b>	<b>850</b>	<b>0</b>	<b>1080</b>	<b>3735</b>
Apprch %	52.9	43.7	3.4	0		27.3	58	14.7	0		3.1	80.7	16.3	0		12.8	8.5	78.7	0		
Total %	25.2	20.8	1.6	0	47.6	1.7	3.6	0.9	0	6.2	0.5	13.9	2.8	0	17.3	3.7	2.5	22.8	0	28.9	

Start Time	A1A Southbound				Ponte Vedra Blvd Westbound				A1A Northbound				Mickler Red Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	96	70	10	176	9	9	5	23	3	55	10	68	5	14	78	97	364
05:00 PM	103	97	8	208	11	12	3	26	2	49	12	63	16	7	73	96	393
05:15 PM	113	85	3	201	4	17	6	27	4	47	10	61	7	10	92	109	398
05:30 PM	119	69	9	197	5	18	4	27	0	56	9	65	9	4	89	102	391
Total Volume	431	321	30	782	29	56	18	103	9	207	41	257	37	35	332	404	1546
% App. Total	55.1	41	3.8		28.2	54.4	17.5		3.5	80.5	16		9.2	8.7	82.2		
PHF	.905	.827	.750	.940	.659	.778	.750	.954	.563	.924	.854	.945	.578	.625	.902	.927	.971

# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : 1-N Roscoe\_Solana and N Roscoe AM  
 Site Code :  
 Start Date : 8/23/2016  
 Page No : 1

Groups Printed- Car

Start Time	Solana Rd. Southbound					Driveway Westbound					N. Roscoe Blvd. Northbound					N. Roscoe Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	1	1	15
06:15 AM	2	4	0	0	6	0	0	0	0	0	0	12	0	0	12	0	0	2	0	2	20
06:30 AM	1	8	0	0	9	0	0	0	0	0	0	15	0	0	15	2	0	4	0	6	30
06:45 AM	1	19	0	0	20	0	0	0	0	0	0	28	1	2	31	0	0	2	0	2	53
<b>Total</b>	<b>4</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>1</b>	<b>2</b>	<b>67</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>11</b>	<b>118</b>
07:00 AM	3	27	0	0	30	0	0	0	0	0	0	35	0	0	35	2	0	6	0	8	73
07:15 AM	0	52	0	0	52	0	0	0	0	0	0	51	0	0	51	4	0	2	0	6	109
07:30 AM	1	61	0	0	62	0	0	0	0	0	0	76	3	0	79	1	0	7	0	8	149
07:45 AM	2	53	0	0	55	0	0	0	0	0	0	79	2	0	81	3	0	5	0	8	144
<b>Total</b>	<b>6</b>	<b>193</b>	<b>0</b>	<b>0</b>	<b>199</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>241</b>	<b>5</b>	<b>0</b>	<b>246</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>30</b>	<b>475</b>
08:00 AM	2	59	0	0	61	0	0	1	0	1	0	84	5	0	89	9	0	2	0	11	162
08:15 AM	1	70	0	0	71	0	0	0	0	0	0	80	1	0	81	2	0	6	0	8	160
08:30 AM	1	65	0	0	66	0	0	0	0	0	1	74	2	0	77	1	0	6	0	7	150
08:45 AM	3	53	0	0	56	0	0	0	0	0	0	66	2	0	68	2	0	2	0	4	128
<b>Total</b>	<b>7</b>	<b>247</b>	<b>0</b>	<b>0</b>	<b>254</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>304</b>	<b>10</b>	<b>0</b>	<b>315</b>	<b>14</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>30</b>	<b>600</b>
09:00 AM	5	44	0	0	49	0	0	0	0	0	0	50	0	0	50	0	0	6	0	6	105
09:15 AM	3	37	1	0	41	1	0	0	0	1	1	53	4	0	58	1	0	1	0	2	102
09:30 AM	3	30	1	0	34	0	0	0	0	0	0	46	1	0	47	1	0	4	0	5	86
09:45 AM	4	45	1	0	50	0	0	0	0	0	0	35	2	0	37	0	0	2	0	2	89
<b>Total</b>	<b>15</b>	<b>156</b>	<b>3</b>	<b>0</b>	<b>174</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>184</b>	<b>7</b>	<b>0</b>	<b>192</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>15</b>	<b>382</b>
<b>Grand Total</b>	<b>32</b>	<b>632</b>	<b>3</b>	<b>0</b>	<b>667</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>793</b>	<b>23</b>	<b>2</b>	<b>820</b>	<b>28</b>	<b>0</b>	<b>57</b>	<b>1</b>	<b>86</b>	<b>1575</b>
Apprch %	4.8	94.8	0.4	0		50	0	50	0		0.2	96.7	2.8	0.2		32.6	0	66.3	1.2		
Total %	2	40.1	0.2	0	42.3	0.1	0	0.1	0	0.1	0.1	50.3	1.5	0.1	52.1	1.8	0	3.6	0.1	5.5	

Start Time	Solana Rd. Southbound				Driveway Westbound				N. Roscoe Blvd. Northbound				N. Roscoe Blvd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	53	0	55	0	0	0	0	0	79	2	81	3	0	5	8	144
08:00 AM	2	59	0	61	0	0	1	1	0	84	5	89	9	0	2	11	162
08:15 AM	1	70	0	71	0	0	0	0	0	80	1	81	2	0	6	8	160
08:30 AM	1	65	0	66	0	0	0	0	1	74	2	77	1	0	6	7	150
<b>Total Volume</b>	<b>6</b>	<b>247</b>	<b>0</b>	<b>253</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>317</b>	<b>10</b>	<b>328</b>	<b>15</b>	<b>0</b>	<b>19</b>	<b>34</b>	<b>616</b>
% App. Total	2.4	97.6	0		0	0	100		0.3	96.6	3		44.1	0	55.9		
PHF	.750	.882	.000	.891	.000	.000	.250	.250	.250	.943	.500	.921	.417	.000	.792	.773	.951

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

File Name : 1-N Roscoe\_Solana and N Roscoe AM  
Site Code :  
Start Date : 8/23/2016  
Page No : 1

Groups Printed- Truck

Start Time	Solana Rd. Southbound					Driveway Westbound					N. Roscoe Blvd. Northbound					N. Roscoe Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
06:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
06:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
<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>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	8	1	0	9	1	0	0	0	0	9
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>23</b>
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</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>16</b>
09:00 AM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1
09:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
09:30 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>21</b>
<b>Grand Total</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>69</b>
Apprch %	0	100	0	0		100	0	0	0		0	97.5	2.5	0		100	0	0	0		
Total %	0	37.7	0	0	37.7	1.4	0	0	0	1.4	0	56.5	1.4	0	58	2.9	0	0	0	2.9	

Start Time	Solana Rd. Southbound				Driveway Westbound				N. Roscoe Blvd. Northbound				N. Roscoe Blvd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
07:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	8	1	9	1	0	0	1	11
08:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
<b>Total Volume</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25</b>
% App. Total	0	100	0		0	0	0		0	93.8	6.2		100	0	0		
PHF	.000	.400	.000	.400	.000	.000	.000	.000	.000	.469	.250	.444	.250	.000	.000	.250	.568

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

File Name : 1-N Roscoe\_Solana and N Roscoe AM  
Site Code :  
Start Date : 8/23/2016  
Page No : 1

Groups Printed- Combined

Start Time	Solana Rd. Southbound					Driveway Westbound					N. Roscoe Blvd. Northbound					N. Roscoe Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	5	0	0	5	0	0	0	0	0	0	11	0	0	11	0	0	0	1	1	17
06:15 AM	2	5	0	0	7	0	0	0	0	0	0	12	0	0	12	0	0	2	0	2	21
06:30 AM	1	8	0	0	9	0	0	0	0	0	0	17	0	0	17	2	0	4	0	6	32
06:45 AM	1	21	0	0	22	0	0	0	0	0	0	30	1	2	33	0	0	2	0	2	57
<b>Total</b>	<b>4</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>11</b>	<b>127</b>
07:00 AM	3	28	0	0	31	0	0	0	0	0	0	36	0	0	36	2	0	6	0	8	75
07:15 AM	0	57	0	0	57	0	0	0	0	0	0	52	0	0	52	4	0	2	0	6	115
07:30 AM	1	62	0	0	63	0	0	0	0	0	0	79	3	0	82	1	0	7	0	8	153
07:45 AM	2	54	0	0	56	0	0	0	0	0	0	87	3	0	90	4	0	5	0	9	155
<b>Total</b>	<b>6</b>	<b>201</b>	<b>0</b>	<b>0</b>	<b>207</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>254</b>	<b>6</b>	<b>0</b>	<b>260</b>	<b>11</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>31</b>	<b>498</b>
08:00 AM	2	60	0	0	62	0	0	1	0	1	0	87	5	0	92	9	0	2	0	11	166
08:15 AM	1	71	0	0	72	0	0	0	0	0	0	84	1	0	85	2	0	6	0	8	165
08:30 AM	1	66	0	0	67	0	0	0	0	0	1	76	2	0	79	1	0	6	0	7	153
08:45 AM	3	56	0	0	59	0	0	0	0	0	0	67	2	0	69	2	0	2	0	4	132
<b>Total</b>	<b>7</b>	<b>253</b>	<b>0</b>	<b>0</b>	<b>260</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>314</b>	<b>10</b>	<b>0</b>	<b>325</b>	<b>14</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>30</b>	<b>616</b>
09:00 AM	5	46	0	0	51	1	0	0	0	1	0	51	0	0	51	0	0	6	0	6	109
09:15 AM	3	39	1	0	43	1	0	0	0	1	1	55	4	0	60	1	0	1	0	2	106
09:30 AM	3	35	1	0	39	0	0	0	0	0	0	48	1	0	49	2	0	4	0	6	94
09:45 AM	4	45	1	0	50	0	0	0	0	0	0	40	2	0	42	0	0	2	0	2	94
<b>Total</b>	<b>15</b>	<b>165</b>	<b>3</b>	<b>0</b>	<b>183</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>194</b>	<b>7</b>	<b>0</b>	<b>202</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>16</b>	<b>403</b>
<b>Grand Total</b>	<b>32</b>	<b>658</b>	<b>3</b>	<b>0</b>	<b>693</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>832</b>	<b>24</b>	<b>2</b>	<b>860</b>	<b>30</b>	<b>0</b>	<b>57</b>	<b>1</b>	<b>88</b>	<b>1644</b>
<b>Apprch %</b>	<b>4.6</b>	<b>94.9</b>	<b>0.4</b>	<b>0</b>		<b>66.7</b>	<b>0</b>	<b>33.3</b>	<b>0</b>		<b>0.2</b>	<b>96.7</b>	<b>2.8</b>	<b>0.2</b>		<b>34.1</b>	<b>0</b>	<b>64.8</b>	<b>1.1</b>		
<b>Total %</b>	<b>1.9</b>	<b>40</b>	<b>0.2</b>	<b>0</b>	<b>42.2</b>	<b>0.1</b>	<b>0</b>	<b>0.1</b>	<b>0</b>	<b>0.2</b>	<b>0.1</b>	<b>50.6</b>	<b>1.5</b>	<b>0.1</b>	<b>52.3</b>	<b>1.8</b>	<b>0</b>	<b>3.5</b>	<b>0.1</b>	<b>5.4</b>	

Start Time	Solana Rd. Southbound				App. Total	Driveway Westbound				App. Total	N. Roscoe Blvd. Northbound				App. Total	N. Roscoe Blvd. Eastbound				Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:30 AM																				
07:30 AM	1	62	0	0	63	0	0	0	0	0	0	79	3	82	1	0	7	8	153	
07:45 AM	2	54	0	0	56	0	0	0	0	0	0	87	3	90	4	0	5	9	155	
08:00 AM	2	60	0	0	62	0	0	1	1	1	0	87	5	92	9	0	2	11	166	
08:15 AM	1	71	0	0	72	0	0	0	0	0	0	84	1	85	2	0	6	8	165	
<b>Total Volume</b>	<b>6</b>	<b>247</b>	<b>0</b>	<b>0</b>	<b>253</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>337</b>	<b>12</b>	<b>349</b>	<b>16</b>	<b>0</b>	<b>20</b>	<b>36</b>	<b>639</b>	
<b>% App. Total</b>	<b>2.4</b>	<b>97.6</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>		<b>0</b>	<b>96.6</b>	<b>3.4</b>		<b>44.4</b>	<b>0</b>	<b>55.6</b>			
<b>PHF</b>	<b>.750</b>	<b>.870</b>	<b>.000</b>	<b>.000</b>	<b>.878</b>	<b>.000</b>	<b>.000</b>	<b>.250</b>	<b>.250</b>		<b>.000</b>	<b>.968</b>	<b>.600</b>	<b>.948</b>	<b>.444</b>	<b>.000</b>	<b>.714</b>	<b>.818</b>	<b>.962</b>	



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

File Name : 1-N Roscoe\_Solana and N Roscoe PM  
Site Code :  
Start Date : 8/23/2016  
Page No : 1

Groups Printed- Car

Start Time	Solana Rd. Southbound					Driveway Westbound					N. Roscoe Blvd. Northbound					N. Roscoe Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	2	53	0	0	55	0	0	0	0	0	0	45	2	0	47	0	0	1	0	1	103
03:15 PM	5	41	1	0	47	0	0	0	0	0	1	60	1	0	62	0	0	2	0	2	111
03:30 PM	0	59	0	0	59	1	0	0	0	1	0	62	3	0	65	2	0	3	0	5	130
03:45 PM	2	61	1	0	64	0	0	0	0	0	0	50	1	0	51	0	0	2	0	2	117
Total	9	214	2	0	225	1	0	0	0	1	1	217	7	0	225	2	0	8	0	10	461
04:00 PM	4	59	0	0	63	0	0	0	0	0	0	82	3	0	85	1	0	5	0	6	154
04:15 PM	5	50	0	0	55	0	0	0	0	0	0	72	0	0	72	0	0	3	0	3	130
04:30 PM	2	61	0	0	63	0	0	0	0	0	0	63	1	0	64	1	0	2	0	3	130
04:45 PM	9	78	0	0	87	2	0	0	0	2	0	50	2	0	52	2	0	4	0	6	147
Total	20	248	0	0	268	2	0	0	0	2	0	267	6	0	273	4	0	14	0	18	561
05:00 PM	6	74	1	0	81	0	0	0	0	0	0	41	1	0	42	4	0	3	0	7	130
05:15 PM	6	87	0	0	93	1	0	1	0	2	0	63	2	0	65	5	0	7	0	12	172
05:30 PM	5	106	2	0	113	0	0	0	0	0	0	53	2	0	55	1	0	3	0	4	172
05:45 PM	3	120	0	0	123	0	0	0	0	0	0	46	1	0	47	2	0	3	0	5	175
Total	20	387	3	0	410	1	0	1	0	2	0	203	6	0	209	12	0	16	0	28	649
06:00 PM	5	87	0	0	92	0	0	0	0	0	1	54	3	0	58	5	0	3	0	8	158
06:15 PM	3	65	0	0	68	0	0	0	0	0	0	37	0	0	37	1	0	6	0	7	112
06:30 PM	3	60	2	0	65	0	0	0	0	0	0	29	1	0	30	0	0	1	0	1	96
06:45 PM	2	22	0	0	24	1	0	0	0	1	1	47	1	0	49	1	0	1	0	2	76
Total	13	234	2	0	249	1	0	0	0	1	2	167	5	0	174	7	0	11	0	18	442
Grand Total	62	1083	7	0	1152	5	0	1	0	6	3	854	24	0	881	25	0	49	0	74	2113
Apprch %	5.4	94	0.6	0		83.3	0	16.7	0		0.3	96.9	2.7	0		33.8	0	66.2	0		
Total %	2.9	51.3	0.3	0	54.5	0.2	0	0	0	0.3	0.1	40.4	1.1	0	41.7	1.2	0	2.3	0	3.5	

Start Time	Solana Rd. Southbound				App. Total	Driveway Westbound				App. Total	N. Roscoe Blvd. Northbound				App. Total	N. Roscoe Blvd. Eastbound				Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 05:15 PM																				
05:15 PM	6	87	0		93	1	0	1	2		0	63	2	65	5	0	7	12		172
05:30 PM	5	106	2		113	0	0	0	0		0	53	2	55	1	0	3	4		172
05:45 PM	3	120	0		123	0	0	0	0		0	46	1	47	2	0	3	5		175
06:00 PM	5	87	0		92	0	0	0	0		1	54	3	58	5	0	3	8		158
Total Volume	19	400	2		421	1	0	1	2		1	216	8	225	13	0	16	29		677
% App. Total	4.5	95	0.5			50	0	50			0.4	96	3.6		44.8	0	55.2			
PHF	.792	.833	.250		.856	.250	.000	.250	.250		.250	.857	.667	.865	.650	.000	.571	.604		.967

Peggy Malone & Associates, Inc.  
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File Name : 1-N Roscoe\_Solana and N Roscoe PM  
Site Code :  
Start Date : 8/23/2016  
Page No : 1

Groups Printed- Truck

Start Time	Solana Rd. Southbound					Driveway Westbound					N. Roscoe Blvd. Northbound					N. Roscoe Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	7
03:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
<b>Total</b>	0	10	0	0	10	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	15
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
04:30 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	19
05:00 PM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	5
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	7	0	0	7	0	1	0	0	1	0	4	0	0	4	1	0	0	0	1	13
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	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	32	0	0	32	0	1	0	0	1	0	15	1	0	16	2	0	0	0	2	51
Apprch %	0	100	0	0		0	100	0	0		0	93.8	6.2	0		100	0	0	0		
Total %	0	62.7	0	0	62.7	0	2	0	0	2	0	29.4	2	0	31.4	3.9	0	0	0	3.9	

Start Time	Solana Rd. Southbound				Driveway Westbound				N. Roscoe Blvd. Northbound				N. Roscoe Blvd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
04:00 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
04:15 PM	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
04:30 PM	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Total Volume</b>	0	14	0	14	0	0	0	0	0	8	0	8	0	0	0	0	22
<b>% App. Total</b>	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.700	.000	.700	.000	.000	.000	.000	.000	.400	.000	.400	.000	.000	.000	.000	.688

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

File Name : 1-N Roscoe\_Solana and N Roscoe PM  
Site Code :  
Start Date : 8/23/2016  
Page No : 1

Groups Printed- Combined

Start Time	Solana Rd. Southbound					Driveway Westbound					N. Roscoe Blvd. Northbound					N. Roscoe Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	2	53	0	0	55	0	0	0	0	0	0	46	2	0	48	0	0	1	0	1	104
03:15 PM	5	45	1	0	51	0	0	0	0	0	1	61	2	0	64	1	0	2	0	3	118
03:30 PM	0	62	0	0	62	1	0	0	0	1	0	62	3	0	65	2	0	3	0	5	133
03:45 PM	2	64	1	0	67	0	0	0	0	0	0	51	1	0	52	0	0	2	0	2	121
Total	9	224	2	0	235	1	0	0	0	1	1	220	8	0	229	3	0	8	0	11	476
04:00 PM	4	62	0	0	66	0	0	0	0	0	0	84	3	0	87	1	0	5	0	6	159
04:15 PM	5	53	0	0	58	0	0	0	0	0	0	77	0	0	77	0	0	3	0	3	138
04:30 PM	2	66	0	0	68	0	0	0	0	0	0	63	1	0	64	1	0	2	0	3	135
04:45 PM	9	79	0	0	88	2	0	0	0	2	0	50	2	0	52	2	0	4	0	6	148
Total	20	260	0	0	280	2	0	0	0	2	0	274	6	0	280	4	0	14	0	18	580
05:00 PM	6	76	1	0	83	0	1	0	0	1	0	43	1	0	44	4	0	3	0	7	135
05:15 PM	6	88	0	0	94	1	0	1	0	2	0	63	2	0	65	6	0	7	0	13	174
05:30 PM	5	108	2	0	115	0	0	0	0	0	0	55	2	0	57	1	0	3	0	4	176
05:45 PM	3	122	0	0	125	0	0	0	0	0	0	46	1	0	47	2	0	3	0	5	177
Total	20	394	3	0	417	1	1	1	0	3	0	207	6	0	213	13	0	16	0	29	662
06:00 PM	5	88	0	0	93	0	0	0	0	0	1	54	3	0	58	5	0	3	0	8	159
06:15 PM	3	66	0	0	69	0	0	0	0	0	0	37	0	0	37	1	0	6	0	7	113
06:30 PM	3	61	2	0	66	0	0	0	0	0	0	29	1	0	30	0	0	1	0	1	97
06:45 PM	2	22	0	0	24	1	0	0	0	1	1	48	1	0	50	1	0	1	0	2	77
Total	13	237	2	0	252	1	0	0	0	1	2	168	5	0	175	7	0	11	0	18	446
Grand Total	62	1115	7	0	1184	5	1	1	0	7	3	869	25	0	897	27	0	49	0	76	2164
Apprch %	5.2	94.2	0.6	0		71.4	14.3	14.3	0		0.3	96.9	2.8	0		35.5	0	64.5	0		
Total %	2.9	51.5	0.3	0	54.7	0.2	0	0	0	0.3	0.1	40.2	1.2	0	41.5	1.2	0	2.3	0	3.5	

Start Time	Solana Rd. Southbound				App. Total	Driveway Westbound				App. Total	N. Roscoe Blvd. Northbound				App. Total	N. Roscoe Blvd. Eastbound				Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 05:15 PM																				
05:15 PM	6	88	0		94	1	0	1	2		0	63	2	65	6	0	7	13		174
05:30 PM	5	108	2		115	0	0	0	0		0	55	2	57	1	0	3	4		176
05:45 PM	3	122	0		125	0	0	0	0		0	46	1	47	2	0	3	5		177
06:00 PM	5	88	0		93	0	0	0	0		1	54	3	58	5	0	3	8		159
Total Volume	19	406	2		427	1	0	1	2		1	218	8	227	14	0	16	30		686
% App. Total	4.4	95.1	0.5			50	0	50			0.4	96	3.5		46.7	0	53.3			
PHF	.792	.832	.250		.854	.250	.000	.250	.250		.250	.865	.667	.873	.583	.000	.571	.577		.969

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

File Name : 2-Palm Valley Rd. and Roscoe Rd. AM  
Site Code :  
Start Date : 8/16/2016  
Page No : 1

Groups Printed- Car

Start Time	Palm Valley Rd. Southbound				Roscoe Rd. Westbound				Palm Valley Rd. Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	24	0	0	24	0	6	5	11	2	38	0	0	40	75
06:15 AM	45	1	0	46	0	6	0	6	6	66	0	0	72	124
06:30 AM	45	2	0	47	3	11	4	18	12	61	0	0	73	138
06:45 AM	75	0	0	75	1	6	3	10	13	86	0	0	99	184
Total	189	3	0	192	4	29	12	45	33	251	0	0	284	521
07:00 AM	100	1	0	101	2	14	2	18	34	132	0	0	166	285
07:15 AM	118	12	0	130	5	22	2	29	58	156	0	0	214	373
07:30 AM	141	4	0	145	6	25	2	33	59	203	0	0	262	440
07:45 AM	121	10	0	131	5	42	1	48	51	249	0	0	300	479
Total	480	27	0	507	18	103	7	128	202	740	0	0	942	1577
08:00 AM	200	17	0	217	2	22	1	25	109	242	0	0	351	593
08:15 AM	278	5	0	283	2	51	0	53	55	222	0	0	277	613
08:30 AM	274	7	0	281	2	55	1	58	48	227	0	0	275	614
08:45 AM	287	5	0	292	4	43	2	49	43	217	0	0	260	601
Total	1039	34	0	1073	10	171	4	185	255	908	0	0	1163	2421
09:00 AM	148	6	0	154	0	33	1	34	40	203	0	0	243	431
09:15 AM	95	1	0	96	1	25	0	26	30	180	0	0	210	332
09:30 AM	106	3	0	109	5	20	0	25	27	145	0	0	172	306
09:45 AM	81	5	0	86	5	19	2	26	18	137	0	0	155	267
Total	430	15	0	445	11	97	3	111	115	665	0	0	780	1336
Grand Total	2138	79	0	2217	43	400	26	469	605	2564	0	0	3169	5855
Apprch %	96.4	3.6	0		9.2	85.3	5.5		19.1	80.9	0	0		
Total %	36.5	1.3	0	37.9	0.7	6.8	0.4	8	10.3	43.8	0	0	54.1	

Start Time	Palm Valley Rd. Southbound			Roscoe Rd. Westbound			Palm Valley Rd. Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	200	17	217	2	22	24	109	242	0	351	592
08:15 AM	278	5	283	2	51	53	55	222	0	277	613
08:30 AM	274	7	281	2	55	57	48	227	0	275	613
08:45 AM	287	5	292	4	43	47	43	217	0	260	599
Total Volume	1039	34	1073	10	171	181	255	908	0	1163	2417
% App. Total	96.8	3.2		5.5	94.5		21.9	78.1	0		
PHF	.905	.500	.919	.625	.777	.794	.585	.938	.000	.828	.986

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Groups Printed- Truck

Start Time	Palm Valley Rd. Southbound				Roscoe Rd. Westbound				Palm Valley Rd. Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 AM	2	0	0	2	0	0	0	0	0	6	0	0	6	8
06:30 AM	1	0	0	1	0	0	0	0	3	12	0	0	15	16
06:45 AM	0	0	0	0	1	1	0	2	0	7	0	0	7	9
Total	3	0	0	3	1	1	0	2	3	26	0	0	29	34
07:00 AM	5	1	0	6	0	1	0	1	0	5	0	0	5	12
07:15 AM	3	0	0	3	0	0	0	0	7	7	0	0	14	17
07:30 AM	12	0	0	12	1	1	0	2	3	4	0	0	7	21
07:45 AM	2	0	0	2	0	1	0	1	1	5	0	0	6	9
Total	22	1	0	23	1	3	0	4	11	21	0	0	32	59
08:00 AM	2	1	0	3	0	0	0	0	2	9	0	0	11	14
08:15 AM	6	1	0	7	0	0	0	0	1	2	0	0	3	10
08:30 AM	1	1	0	2	0	3	0	3	1	4	0	0	5	10
08:45 AM	6	0	0	6	0	0	0	0	1	5	0	0	6	12
Total	15	3	0	18	0	3	0	3	5	20	0	0	25	46
09:00 AM	16	0	0	16	1	3	0	4	3	6	0	0	9	29
09:15 AM	4	0	0	4	1	1	0	2	2	9	0	0	11	17
09:30 AM	6	0	0	6	0	0	0	0	2	9	0	0	11	17
09:45 AM	7	1	0	8	0	0	0	0	2	6	0	0	8	16
Total	33	1	0	34	2	4	0	6	9	30	0	0	39	79
Grand Total	73	5	0	78	4	11	0	15	28	97	0	0	125	218
Apprch %	93.6	6.4	0		26.7	73.3	0		22.4	77.6	0	0		
Total %	33.5	2.3	0	35.8	1.8	5	0	6.9	12.8	44.5	0	0	57.3	

Start Time	Palm Valley Rd. Southbound			Roscoe Rd. Westbound			Palm Valley Rd. Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 09:00 AM											
09:00 AM	16	0	16	1	3	4	3	6	0	9	29
09:15 AM	4	0	4	1	1	2	2	9	0	11	17
09:30 AM	6	0	6	0	0	0	2	9	0	11	17
09:45 AM	7	1	8	0	0	0	2	6	0	8	16
Total Volume	33	1	34	2	4	6	9	30	0	39	79
% App. Total	97.1	2.9		33.3	66.7		23.1	76.9	0		
PHF	.516	.250	.531	.500	.333	.375	.750	.833	.000	.886	.681

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Groups Printed- Combined

Start Time	Palm Valley Rd. Southbound				Roscoe Rd. Westbound				Palm Valley Rd. Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	24	0	0	24	0	6	5	11	2	39	0	0	41	76
06:15 AM	47	1	0	48	0	6	0	6	6	72	0	0	78	132
06:30 AM	46	2	0	48	3	11	4	18	15	73	0	0	88	154
06:45 AM	75	0	0	75	2	7	3	12	13	93	0	0	106	193
Total	192	3	0	195	5	30	12	47	36	277	0	0	313	555
07:00 AM	105	2	0	107	2	15	2	19	34	137	0	0	171	297
07:15 AM	121	12	0	133	5	22	2	29	65	163	0	0	228	390
07:30 AM	153	4	0	157	7	26	2	35	62	207	0	0	269	461
07:45 AM	123	10	0	133	5	43	1	49	52	254	0	0	306	488
Total	502	28	0	530	19	106	7	132	213	761	0	0	974	1636
08:00 AM	202	18	0	220	2	22	1	25	111	251	0	0	362	607
08:15 AM	284	6	0	290	2	51	0	53	56	224	0	0	280	623
08:30 AM	275	8	0	283	2	58	1	61	49	231	0	0	280	624
08:45 AM	293	5	0	298	4	43	2	49	44	222	0	0	266	613
Total	1054	37	0	1091	10	174	4	188	260	928	0	0	1188	2467
09:00 AM	164	6	0	170	1	36	1	38	43	209	0	0	252	460
09:15 AM	99	1	0	100	2	26	0	28	32	189	0	0	221	349
09:30 AM	112	3	0	115	5	20	0	25	29	154	0	0	183	323
09:45 AM	88	6	0	94	5	19	2	26	20	143	0	0	163	283
Total	463	16	0	479	13	101	3	117	124	695	0	0	819	1415
Grand Total	2211	84	0	2295	47	411	26	484	633	2661	0	0	3294	6073
Apprch %	96.3	3.7	0		9.7	84.9	5.4		19.2	80.8	0	0		
Total %	36.4	1.4	0	37.8	0.8	6.8	0.4	8	10.4	43.8	0	0	54.2	

Start Time	Palm Valley Rd. Southbound			Roscoe Rd. Westbound			Palm Valley Rd. Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	202	<b>18</b>	220	2	22	24	<b>111</b>	<b>251</b>	0	<b>362</b>	606
08:15 AM	284	6	290	2	51	53	56	224	0	280	<b>623</b>
08:30 AM	275	8	283	2	<b>58</b>	<b>60</b>	49	231	0	280	623
08:45 AM	<b>293</b>	5	<b>298</b>	<b>4</b>	43	47	44	222	0	266	611
Total Volume	1054	37	1091	10	174	184	260	928	0	1188	2463
% App. Total	96.6	3.4		5.4	94.6		21.9	78.1	0		
PHF	.899	.514	.915	.625	.750	.767	.586	.924	.000	.820	.988

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Groups Printed- Car

Start Time	Palm Valley Rd. Southbound				Roscoe Rd. Westbound				Palm Valley Rd. Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	183	4	0	187	6	32	0	38	37	159	0	0	196	421
03:15 PM	195	3	0	198	4	45	1	50	24	105	0	0	129	377
03:30 PM	217	4	0	221	10	48	1	59	31	105	0	0	136	416
03:45 PM	172	5	0	177	3	35	1	39	55	201	0	0	256	472
<b>Total</b>	<b>767</b>	<b>16</b>	<b>0</b>	<b>783</b>	<b>23</b>	<b>160</b>	<b>3</b>	<b>186</b>	<b>147</b>	<b>570</b>	<b>0</b>	<b>0</b>	<b>717</b>	<b>1686</b>
04:00 PM	194	11	0	205	3	32	0	35	70	249	1	0	320	560
04:15 PM	178	6	0	184	6	37	0	43	42	154	0	0	196	423
04:30 PM	192	8	0	200	5	32	0	37	33	145	0	0	178	415
04:45 PM	198	10	0	208	7	36	0	43	37	132	0	0	169	420
<b>Total</b>	<b>762</b>	<b>35</b>	<b>0</b>	<b>797</b>	<b>21</b>	<b>137</b>	<b>0</b>	<b>158</b>	<b>182</b>	<b>680</b>	<b>1</b>	<b>0</b>	<b>863</b>	<b>1818</b>
05:00 PM	251	7	0	258	4	46	0	50	40	184	0	0	224	532
05:15 PM	265	6	0	271	2	42	0	44	32	194	0	0	226	541
05:30 PM	231	9	0	240	4	49	0	53	40	158	0	0	198	491
05:45 PM	246	7	0	253	7	46	0	53	34	160	0	0	194	500
<b>Total</b>	<b>993</b>	<b>29</b>	<b>0</b>	<b>1022</b>	<b>17</b>	<b>183</b>	<b>0</b>	<b>200</b>	<b>146</b>	<b>696</b>	<b>0</b>	<b>0</b>	<b>842</b>	<b>2064</b>
06:00 PM	211	7	0	218	7	46	0	53	30	140	0	0	170	441
06:15 PM	197	9	0	206	8	29	6	43	45	155	0	0	200	449
06:30 PM	156	7	0	163	10	16	2	28	46	168	0	0	214	405
06:45 PM	158	5	0	163	6	17	0	23	27	121	0	0	148	334
<b>Total</b>	<b>722</b>	<b>28</b>	<b>0</b>	<b>750</b>	<b>31</b>	<b>108</b>	<b>8</b>	<b>147</b>	<b>148</b>	<b>584</b>	<b>0</b>	<b>0</b>	<b>732</b>	<b>1629</b>
<b>Grand Total</b>	<b>3244</b>	<b>108</b>	<b>0</b>	<b>3352</b>	<b>92</b>	<b>588</b>	<b>11</b>	<b>691</b>	<b>623</b>	<b>2530</b>	<b>1</b>	<b>0</b>	<b>3154</b>	<b>7197</b>
Apprch %	96.8	3.2	0		13.3	85.1	1.6		19.8	80.2	0	0		
Total %	45.1	1.5	0	46.6	1.3	8.2	0.2	9.6	8.7	35.2	0	0	43.8	

Start Time	Palm Valley Rd. Southbound			Roscoe Rd. Westbound			Palm Valley Rd. Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM											
05:00 PM	251	7	258	4	46	50	<b>40</b>	184	0	224	532
05:15 PM	<b>265</b>	<b>6</b>	<b>271</b>	2	42	44	32	<b>194</b>	0	<b>226</b>	<b>541</b>
05:30 PM	231	<b>9</b>	240	4	<b>49</b>	<b>53</b>	40	158	0	198	491
05:45 PM	246	7	253	<b>7</b>	46	53	34	160	0	194	500
Total Volume	993	29	1022	17	183	200	146	696	0	842	2064
% App. Total	97.2	2.8		8.5	91.5		17.3	82.7	0		
PHF	.937	.806	.943	.607	.934	.943	.913	.897	.000	.931	.954

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Groups Printed- Truck

Start Time	Palm Valley Rd. Southbound				Roscoe Rd. Westbound				Palm Valley Rd. Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	9	0	0	9	0	1	0	1	0	2	0	0	2	12
03:15 PM	7	0	0	7	0	1	0	1	1	3	0	0	4	12
03:30 PM	9	1	0	10	0	3	0	3	1	1	0	0	2	15
03:45 PM	9	0	0	9	0	1	0	1	0	3	0	0	3	13
<b>Total</b>	<b>34</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>52</b>
04:00 PM	6	0	0	6	0	2	0	2	3	8	0	0	11	19
04:15 PM	3	0	0	3	0	2	0	2	3	9	0	0	12	17
04:30 PM	6	0	0	6	0	1	0	1	1	6	0	0	7	14
04:45 PM	11	0	0	11	1	2	0	3	1	2	0	0	3	17
<b>Total</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>
05:00 PM	2	0	0	2	0	3	0	3	0	0	0	0	0	5
05:15 PM	5	0	0	5	1	3	0	4	1	2	0	0	3	12
05:30 PM	7	0	0	7	0	2	0	2	0	2	0	0	2	11
05:45 PM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
<b>Total</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>30</b>
06:00 PM	5	0	0	5	0	0	0	0	0	0	0	0	0	5
06:15 PM	2	0	0	2	0	0	0	0	1	0	0	0	1	3
06:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
06:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
<b>Total</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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>
<b>Grand Total</b>	<b>85</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>21</b>	<b>0</b>	<b>23</b>	<b>12</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>160</b>
Apprch %	98.8	1.2	0		8.7	91.3	0		23.5	76.5	0	0		
Total %	53.1	0.6	0	53.8	1.2	13.1	0	14.4	7.5	24.4	0	0	31.9	

Start Time	Palm Valley Rd. Southbound			Roscoe Rd. Westbound			Palm Valley Rd. Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	6	0	6	0	2	2	3	8	0	11	19
04:15 PM	3	0	3	0	2	2	3	9	0	12	17
04:30 PM	6	0	6	0	1	1	1	6	0	7	14
04:45 PM	11	0	11	1	2	3	1	2	0	3	17
Total Volume	26	0	26	1	7	8	8	25	0	33	67
% App. Total	100	0		12.5	87.5		24.2	75.8	0		
PHF	.591	.000	.591	.250	.875	.667	.667	.694	.000	.688	.882



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Groups Printed- Combined

Start Time	Palm Valley Rd. Southbound				Roscoe Rd. Westbound				Palm Valley Rd. Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	192	4	0	196	6	33	0	39	37	161	0	0	198	433
03:15 PM	202	3	0	205	4	46	1	51	25	108	0	0	133	389
03:30 PM	226	5	0	231	10	51	1	62	32	106	0	0	138	431
03:45 PM	181	5	0	186	3	36	1	40	55	204	0	0	259	485
<b>Total</b>	<b>801</b>	<b>17</b>	<b>0</b>	<b>818</b>	<b>23</b>	<b>166</b>	<b>3</b>	<b>192</b>	<b>149</b>	<b>579</b>	<b>0</b>	<b>0</b>	<b>728</b>	<b>1738</b>
04:00 PM	200	11	0	211	3	34	0	37	73	257	1	0	331	579
04:15 PM	181	6	0	187	6	39	0	45	45	163	0	0	208	440
04:30 PM	198	8	0	206	5	33	0	38	34	151	0	0	185	429
04:45 PM	209	10	0	219	8	38	0	46	38	134	0	0	172	437
<b>Total</b>	<b>788</b>	<b>35</b>	<b>0</b>	<b>823</b>	<b>22</b>	<b>144</b>	<b>0</b>	<b>166</b>	<b>190</b>	<b>705</b>	<b>1</b>	<b>0</b>	<b>896</b>	<b>1885</b>
05:00 PM	253	7	0	260	4	49	0	53	40	184	0	0	224	537
05:15 PM	270	6	0	276	3	45	0	48	33	196	0	0	229	553
05:30 PM	238	9	0	247	4	51	0	55	40	160	0	0	200	502
05:45 PM	247	7	0	254	7	46	0	53	34	161	0	0	195	502
<b>Total</b>	<b>1008</b>	<b>29</b>	<b>0</b>	<b>1037</b>	<b>18</b>	<b>191</b>	<b>0</b>	<b>209</b>	<b>147</b>	<b>701</b>	<b>0</b>	<b>0</b>	<b>848</b>	<b>2094</b>
06:00 PM	216	7	0	223	7	46	0	53	30	140	0	0	170	446
06:15 PM	199	9	0	208	8	29	6	43	46	155	0	0	201	452
06:30 PM	157	7	0	164	10	16	2	28	46	168	0	0	214	406
06:45 PM	160	5	0	165	6	17	0	23	27	121	0	0	148	336
<b>Total</b>	<b>732</b>	<b>28</b>	<b>0</b>	<b>760</b>	<b>31</b>	<b>108</b>	<b>8</b>	<b>147</b>	<b>149</b>	<b>584</b>	<b>0</b>	<b>0</b>	<b>733</b>	<b>1640</b>
<b>Grand Total</b>	<b>3329</b>	<b>109</b>	<b>0</b>	<b>3438</b>	<b>94</b>	<b>609</b>	<b>11</b>	<b>714</b>	<b>635</b>	<b>2569</b>	<b>1</b>	<b>0</b>	<b>3205</b>	<b>7357</b>
Apprch %	96.8	3.2	0		13.2	85.3	1.5		19.8	80.2	0	0		
Total %	45.2	1.5	0	46.7	1.3	8.3	0.1	9.7	8.6	34.9	0	0	43.6	

Start Time	Palm Valley Rd. Southbound			Roscoe Rd. Westbound			Palm Valley Rd. Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM											
05:00 PM	253	7	260	4	49	53	<b>40</b>	184	0	224	537
05:15 PM	<b>270</b>	<b>6</b>	<b>276</b>	3	45	48	33	<b>196</b>	0	<b>229</b>	<b>553</b>
05:30 PM	238	<b>9</b>	247	4	<b>51</b>	<b>55</b>	40	160	0	200	502
05:45 PM	247	7	254	<b>7</b>	46	53	34	161	0	195	502
Total Volume	1008	29	1037	18	191	209	147	701	0	848	2094
% App. Total	97.2	2.8		8.6	91.4		17.3	82.7	0		
PHF	.933	.806	.939	.643	.936	.950	.919	.894	.000	.926	.947

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File Name : 3-Palm Valley Rd. and Canal Blvd\_Possum Trot Rd. AM  
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Groups Printed- Car

Start Time	Palm Valley Rd. Southbound					Possum Trot Rd. Westbound					Palm Valley Rd. Northbound					Canal Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	1	12	0	0	13	0	0	0	0	0	0	34	1	0	35	1	0	1	0	2	50
06:15 AM	1	40	0	0	41	0	0	0	0	0	0	54	0	0	54	4	0	1	0	5	100
06:30 AM	0	27	0	0	27	0	0	0	0	0	0	51	1	0	52	0	0	9	0	9	88
06:45 AM	4	46	0	0	50	0	0	0	0	0	0	71	2	0	73	5	0	5	0	10	133
<b>Total</b>	<b>6</b>	<b>125</b>	<b>0</b>	<b>0</b>	<b>131</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>210</b>	<b>4</b>	<b>0</b>	<b>214</b>	<b>10</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>26</b>	<b>371</b>
07:00 AM	3	70	0	0	73	0	0	0	0	0	0	72	3	0	75	2	0	9	0	11	159
07:15 AM	5	101	2	0	108	0	0	1	0	1	0	103	4	0	107	10	0	8	0	18	234
07:30 AM	8	58	0	0	66	0	0	0	0	0	0	175	12	0	187	7	0	21	0	28	281
07:45 AM	11	87	1	0	99	1	0	0	0	1	0	175	10	0	185	2	0	23	0	25	310
<b>Total</b>	<b>27</b>	<b>316</b>	<b>3</b>	<b>0</b>	<b>346</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>525</b>	<b>29</b>	<b>0</b>	<b>554</b>	<b>21</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>82</b>	<b>984</b>
08:00 AM	5	91	0	0	96	0	0	0	0	0	0	157	10	0	167	14	0	18	0	32	295
08:15 AM	7	115	0	0	122	0	0	1	0	1	0	148	17	0	165	7	0	14	0	21	309
08:30 AM	12	116	0	0	128	0	0	0	0	0	0	159	11	0	170	8	0	12	0	20	318
08:45 AM	17	113	0	0	130	0	0	0	0	0	0	125	8	0	133	13	0	8	0	21	284
<b>Total</b>	<b>41</b>	<b>435</b>	<b>0</b>	<b>0</b>	<b>476</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>589</b>	<b>46</b>	<b>0</b>	<b>635</b>	<b>42</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>94</b>	<b>1206</b>
09:00 AM	10	104	0	0	114	0	0	1	0	1	1	92	7	0	100	10	0	8	0	18	233
09:15 AM	8	76	0	0	84	1	1	1	0	3	4	132	13	0	149	7	0	8	0	15	251
09:30 AM	10	77	0	0	87	1	0	0	0	1	2	107	5	0	114	4	0	10	0	14	216
09:45 AM	11	69	0	0	80	2	0	0	0	2	4	98	9	0	111	4	0	7	0	11	204
<b>Total</b>	<b>39</b>	<b>326</b>	<b>0</b>	<b>0</b>	<b>365</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>429</b>	<b>34</b>	<b>0</b>	<b>474</b>	<b>25</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>58</b>	<b>904</b>
<b>Grand Total</b>	<b>113</b>	<b>1202</b>	<b>3</b>	<b>0</b>	<b>1318</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>1753</b>	<b>113</b>	<b>0</b>	<b>1877</b>	<b>98</b>	<b>0</b>	<b>162</b>	<b>0</b>	<b>260</b>	<b>3465</b>
Apprch %	8.6	91.2	0.2	0		50	10	40	0		0.6	93.4	6	0		37.7	0	62.3	0		
Total %	3.3	34.7	0.1	0	38	0.1	0	0.1	0	0.3	0.3	50.6	3.3	0	54.2	2.8	0	4.7	0	7.5	

Start Time	Palm Valley Rd. Southbound				App. Total	Possum Trot Rd. Westbound				App. Total	Palm Valley Rd. Northbound				App. Total	Canal Blvd. Eastbound				Int. Total	
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	11	87	1	0	99	1	0	0	0	1	0	175	10	0	185	2	0	23	0	25	310
08:00 AM	5	91	0	0	96	0	0	0	0	0	0	157	10	0	167	14	0	18	0	32	295
08:15 AM	7	115	0	0	122	0	0	1	0	1	0	148	17	0	165	7	0	14	0	21	309
08:30 AM	12	116	0	0	128	0	0	0	0	0	0	159	11	0	170	8	0	12	0	20	318
<b>Total Volume</b>	<b>35</b>	<b>409</b>	<b>1</b>	<b>0</b>	<b>445</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>639</b>	<b>48</b>	<b>0</b>	<b>687</b>	<b>31</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>98</b>	<b>1232</b>
% App. Total	7.9	91.9	0.2	0		50	0	50	0		0	93	7	0		31.6	0	68.4	0		
PHF	.729	.881	.250	0	.869	.250	.000	.250	0	.500	.000	.913	.706	0	.928	.554	.000	.728	0	.766	.969

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Groups Printed- Truck

Start Time	Palm Valley Rd. Southbound					Possum Trot Rd. Westbound					Palm Valley Rd. Northbound					Canal Blvd. Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
06:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
06:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	4
06:45 AM	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
07:00 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
07:15 AM	2	6	0	0	8	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	9
07:30 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	6
<b>Total</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</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>30</b>
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	4	0	0	0	4	0	0	0	0	0	11
08:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	7
08:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	7
<b>Total</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
09:00 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
09:15 AM	1	7	0	0	8	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	12
09:30 AM	1	5	0	0	6	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	0	0	0	0	10
09:45 AM	1	5	0	0	6	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	0	0	0	0	0	11
<b>Total</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>
<b>Grand Total</b>	<b>6</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>7</b>	<b>0</b>	<b>43</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>116</b>
Apprch %	9.7	90.3	0	0		0	0	0	0		0	83.7	16.3	0		81.8	0	18.2	0		0	0	0	0	0	
Total %	5.2	48.3	0	0	53.4	0	0	0	0	0	0	31	6	0	37.1	7.8	0	1.7	0	9.5	0	0	0	0	0	

Start Time	Palm Valley Rd. Southbound				App. Total	Possum Trot Rd. Westbound				App. Total	Palm Valley Rd. Northbound				App. Total	Canal Blvd. Eastbound				Int. Total						
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds							
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 09:00 AM																										
09:00 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
09:15 AM	1	7	0	0	8	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	12
09:30 AM	1	5	0	0	6	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	0	0	0	0	10
09:45 AM	1	5	0	0	6	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	0	0	0	0	0	11
<b>Total Volume</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>
% App. Total	12	88	0	0		0	0	0	0		0	69.2	30.8	0		66.7	0	33.3	0		0	0	0	0	0	
PHF	.750	.786	.000	.000	.781	.000	.000	.000	.000	.000	.000	.750	.500	.813	.500	.000	.250	.375	.854							

# Peggy Malone & Associates, Inc.

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File Name : 3-Palm Valley Rd. and Canal Blvd\_Possum Trot Rd. AM  
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Groups Printed- Combined

Start Time	Palm Valley Rd. Southbound					Possum Trot Rd. Westbound					Palm Valley Rd. Northbound					Canal Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	1	13	0	0	14	0	0	0	0	0	0	35	1	0	36	1	0	1	0	2	52
06:15 AM	1	41	0	0	42	0	0	0	0	0	0	56	0	0	56	4	0	1	0	5	103
06:30 AM	0	28	0	0	28	0	0	0	0	0	0	53	1	0	54	0	0	10	0	10	92
06:45 AM	5	46	0	0	51	0	0	0	0	0	0	75	2	0	77	5	0	5	0	10	138
<b>Total</b>	<b>7</b>	<b>128</b>	<b>0</b>	<b>0</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>219</b>	<b>4</b>	<b>0</b>	<b>223</b>	<b>10</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>27</b>	<b>385</b>
07:00 AM	3	75	0	0	78	0	0	0	0	0	0	75	3	0	78	2	0	9	0	11	167
07:15 AM	7	107	2	0	116	0	0	1	0	1	0	103	5	0	108	10	0	8	0	18	243
07:30 AM	8	62	0	0	70	0	0	0	0	0	0	178	12	0	190	7	0	21	0	28	288
07:45 AM	11	89	1	0	101	1	0	0	0	1	0	177	10	0	187	4	0	23	0	27	316
<b>Total</b>	<b>29</b>	<b>333</b>	<b>3</b>	<b>0</b>	<b>365</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>533</b>	<b>30</b>	<b>0</b>	<b>563</b>	<b>23</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>84</b>	<b>1014</b>
08:00 AM	5	94	0	0	99	0	0	0	0	0	0	160	11	0	171	18	0	18	0	36	306
08:15 AM	7	119	0	0	126	0	0	1	0	1	0	150	18	0	168	7	0	14	0	21	316
08:30 AM	12	120	0	0	132	0	0	0	0	0	0	161	11	0	172	8	0	12	0	20	324
08:45 AM	17	116	0	0	133	0	0	0	0	0	0	128	8	0	136	14	0	8	0	22	291
<b>Total</b>	<b>41</b>	<b>449</b>	<b>0</b>	<b>0</b>	<b>490</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>599</b>	<b>48</b>	<b>0</b>	<b>647</b>	<b>47</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>99</b>	<b>1237</b>
09:00 AM	10	109	0	0	119	0	0	1	0	1	1	95	7	0	103	10	0	8	0	18	241
09:15 AM	9	83	0	0	92	1	1	1	0	3	4	135	14	0	153	7	0	8	0	15	263
09:30 AM	11	82	0	0	93	1	0	0	0	1	2	109	6	0	117	5	0	10	0	15	226
09:45 AM	12	74	0	0	86	2	0	0	0	2	4	99	11	0	114	5	0	8	0	13	215
<b>Total</b>	<b>42</b>	<b>348</b>	<b>0</b>	<b>0</b>	<b>390</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>438</b>	<b>38</b>	<b>0</b>	<b>487</b>	<b>27</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>61</b>	<b>945</b>
<b>Grand Total</b>	<b>119</b>	<b>1258</b>	<b>3</b>	<b>0</b>	<b>1380</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>1789</b>	<b>120</b>	<b>0</b>	<b>1920</b>	<b>107</b>	<b>0</b>	<b>164</b>	<b>0</b>	<b>271</b>	<b>3581</b>
Apprch %	8.6	91.2	0.2	0		50	10	40	0		0.6	93.2	6.2	0		39.5	0	60.5	0		
Total %	3.3	35.1	0.1	0	38.5	0.1	0	0.1	0	0.3	0.3	50	3.4	0	53.6	3	0	4.6	0	7.6	

Start Time	Palm Valley Rd. Southbound				Possum Trot Rd. Westbound				Palm Valley Rd. Northbound				Canal Blvd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	11	89	1	101	1	0	0	1	0	177	10	187	4	0	23	27	316
08:00 AM	5	94	0	99	0	0	0	0	0	160	11	171	18	0	18	36	306
08:15 AM	7	119	0	126	0	0	1	1	0	150	18	168	7	0	14	21	316
08:30 AM	12	120	0	132	0	0	0	0	0	161	11	172	8	0	12	20	324
<b>Total Volume</b>	<b>35</b>	<b>422</b>	<b>1</b>	<b>458</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>648</b>	<b>50</b>	<b>698</b>	<b>37</b>	<b>0</b>	<b>67</b>	<b>104</b>	<b>1262</b>
% App. Total	7.6	92.1	0.2		50	0	50		0	92.8	7.2		35.6	0	64.4		
PHF	.729	.879	.250	.867	.250	.000	.250	.500	.000	.915	.694	.933	.514	.000	.728	.722	.974

Peggy Malone & Associates, Inc.  
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File Name : 3-Palm Valley Rd. and Canal Blvd\_Possum Trot Rd. PM  
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Groups Printed- Car

Start Time	Palm Valley Rd. Southbound					Possum Trot Rd. Westbound					Palm Valley Rd. Northbound					Canal Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	18	113	0	0	131	0	0	0	0	0	0	79	20	0	99	13	0	6	0	19	249
03:15 PM	12	118	0	0	130	0	0	0	0	0	1	85	20	0	106	10	0	11	0	21	257
03:30 PM	7	119	1	0	127	2	0	2	0	4	1	97	6	0	104	7	0	16	0	23	258
03:45 PM	17	142	0	0	159	0	0	0	0	0	2	97	8	0	107	13	0	15	0	28	294
Total	54	492	1	0	547	2	0	2	0	4	4	358	54	0	416	43	0	48	0	91	1058
04:00 PM	21	140	0	0	161	1	0	0	0	1	0	119	9	0	128	13	0	7	0	20	310
04:15 PM	13	127	0	0	140	0	0	0	0	0	3	120	7	0	130	9	0	18	0	27	297
04:30 PM	21	134	0	0	155	1	0	1	0	2	4	105	8	0	117	12	1	10	0	23	297
04:45 PM	6	182	1	0	189	0	0	1	0	1	2	116	7	0	125	15	0	18	0	33	348
Total	61	583	1	0	645	2	0	2	0	4	9	460	31	0	500	49	1	53	0	103	1252
05:00 PM	8	187	0	0	195	1	0	1	0	2	1	96	9	0	106	16	0	13	0	29	332
05:15 PM	13	166	0	0	179	1	0	0	0	1	0	118	14	0	132	9	0	15	0	24	336
05:30 PM	9	161	0	0	170	2	0	0	0	2	2	116	8	0	126	10	0	10	0	20	318
05:45 PM	11	163	0	0	174	4	1	2	0	7	1	90	8	0	99	12	0	9	0	21	301
Total	41	677	0	0	718	8	1	3	0	12	4	420	39	0	463	47	0	47	0	94	1287
06:00 PM	16	157	0	0	173	0	0	0	0	0	0	102	15	0	117	13	0	9	0	22	312
06:15 PM	17	153	0	0	170	0	0	0	0	0	0	93	9	0	102	10	0	12	2	24	296
06:30 PM	11	148	0	0	159	0	0	1	0	1	1	96	7	0	104	5	0	3	0	8	272
06:45 PM	8	111	0	0	119	1	0	0	0	1	0	82	5	0	87	7	0	3	0	10	217
Total	52	569	0	0	621	1	0	1	0	2	1	373	36	0	410	35	0	27	2	64	1097
Grand Total	208	2321	2	0	2531	13	1	8	0	22	18	1611	160	0	1789	174	1	175	2	352	4694
Apprch %	8.2	91.7	0.1	0		59.1	4.5	36.4	0		1	90.1	8.9	0		49.4	0.3	49.7	0.6		
Total %	4.4	49.4	0	0	53.9	0.3	0	0.2	0	0.5	0.4	34.3	3.4	0	38.1	3.7	0	3.7	0	7.5	

Start Time	Palm Valley Rd. Southbound				Possum Trot Rd. Westbound				Palm Valley Rd. Northbound				Canal Blvd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	6	182	1	189	0	0	1	1	2	116	7	125	15	0	18	33	348
05:00 PM	8	187	0	195	1	0	1	2	1	96	9	106	16	0	13	29	332
05:15 PM	13	166	0	179	1	0	0	1	0	118	14	132	9	0	15	24	336
05:30 PM	9	161	0	170	2	0	0	2	2	116	8	126	10	0	10	20	318
Total Volume	36	696	1	733	4	0	2	6	5	446	38	489	50	0	56	106	1334
% App. Total	4.9	95	0.1		66.7	0	33.3		1	91.2	7.8		47.2	0	52.8		
PHF	.692	.930	.250	.940	.500	.000	.500	.750	.625	.945	.679	.926	.781	.000	.778	.803	.958

Peggy Malone & Associates, Inc.  
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File Name : 3-Palm Valley Rd. and Canal Blvd\_Possum Trot Rd. PM  
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Groups Printed- Truck

Start Time	Palm Valley Rd. Southbound					Possum Trot Rd. Westbound					Palm Valley Rd. Northbound					Canal Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	9
03:15 PM	1	3	0	0	4	0	0	0	0	0	0	0	2	0	2	2	0	1	0	3	9
03:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	6
03:45 PM	1	4	0	0	5	0	0	0	0	0	0	1	2	0	3	1	0	0	0	1	9
<b>Total</b>	<b>2</b>	<b>14</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>0</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>33</b>
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	3
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
04:30 PM	1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	11
04:45 PM	0	4	1	0	5	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	8
<b>Total</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>25</b>
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:15 PM	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
06:45 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>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>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>5</b>
<b>Grand Total</b>	<b>3</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>81</b>
Apprch %	7.1	90.5	2.4	0		100	0	0	0		0	63.3	36.7	0		62.5	0	37.5	0		
Total %	3.7	46.9	1.2	0	51.9	1.2	0	0	0	1.2	0	23.5	13.6	0	37	6.2	0	3.7	0	9.9	

Start Time	Palm Valley Rd. Southbound				Possum Trot Rd. Westbound				Palm Valley Rd. Northbound				Canal Blvd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:00 PM	0	4	0	4	0	0	0	0	0	2	2	4	1	0	0	1	9
03:15 PM	1	3	0	4	0	0	0	0	0	0	2	2	2	0	1	3	9
03:30 PM	0	3	0	3	0	0	0	0	0	2	1	3	0	0	0	0	6
03:45 PM	1	4	0	5	0	0	0	0	0	1	2	3	1	0	0	1	9
<b>Total Volume</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>33</b>
% App. Total	12.5	87.5	0		0	0	0		0	41.7	58.3		80	0	20		
PHF	.500	.875	.000	.800	.000	.000	.000	.000	.000	.625	.875	.750	.500	.000	.250	.417	.917

Peggy Malone & Associates, Inc.  
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File Name : 3-Palm Valley Rd. and Canal Blvd\_Possum Trot Rd. PM  
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Groups Printed- Combined

Start Time	Palm Valley Rd. Southbound					Possum Trot Rd. Westbound					Palm Valley Rd. Northbound					Canal Blvd. Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	18	117	0	0	135	0	0	0	0	0	0	81	22	0	103	14	0	6	0	20	258
03:15 PM	13	121	0	0	134	0	0	0	0	0	1	85	22	0	108	12	0	12	0	24	266
03:30 PM	7	122	1	0	130	2	0	2	0	4	1	99	7	0	107	7	0	16	0	23	264
03:45 PM	18	146	0	0	164	0	0	0	0	0	2	98	10	0	110	14	0	15	0	29	303
Total	56	506	1	0	563	2	0	2	0	4	4	363	61	0	428	47	0	49	0	96	1091
04:00 PM	21	140	0	0	161	1	0	0	0	1	0	120	10	0	130	13	0	8	0	21	313
04:15 PM	13	128	0	0	141	0	0	0	0	0	3	122	7	0	132	9	0	18	0	27	300
04:30 PM	22	137	0	0	159	1	0	1	0	2	4	111	8	0	123	13	1	10	0	24	308
04:45 PM	6	186	2	0	194	0	0	1	0	1	2	118	8	0	128	15	0	18	0	33	356
Total	62	591	2	0	655	2	0	2	0	4	9	471	33	0	513	50	1	54	0	105	1277
05:00 PM	8	191	0	0	199	1	0	1	0	2	1	97	9	0	107	16	0	13	0	29	337
05:15 PM	13	169	0	0	182	2	0	0	0	2	0	119	14	0	133	9	0	15	0	24	341
05:30 PM	9	165	0	0	174	2	0	0	0	2	2	116	9	0	127	10	0	10	0	20	323
05:45 PM	11	165	0	0	176	4	1	2	0	7	1	91	8	0	100	12	0	9	0	21	304
Total	41	690	0	0	731	9	1	3	0	13	4	423	40	0	467	47	0	47	0	94	1305
06:00 PM	16	159	0	0	175	0	0	0	0	0	0	102	16	0	118	13	0	9	0	22	315
06:15 PM	17	153	0	0	170	0	0	0	0	0	0	93	9	0	102	10	0	12	2	24	296
06:30 PM	11	149	0	0	160	0	0	1	0	1	1	96	7	0	104	5	0	4	0	9	274
06:45 PM	8	111	0	0	119	1	0	0	0	1	0	82	5	0	87	7	0	3	0	10	217
Total	52	572	0	0	624	1	0	1	0	2	1	373	37	0	411	35	0	28	2	65	1102
Grand Total	211	2359	3	0	2573	14	1	8	0	23	18	1630	171	0	1819	179	1	178	2	360	4775
Apprch %	8.2	91.7	0.1	0		60.9	4.3	34.8	0		1	89.6	9.4	0		49.7	0.3	49.4	0.6		
Total %	4.4	49.4	0.1	0	53.9	0.3	0	0.2	0	0.5	0.4	34.1	3.6	0	38.1	3.7	0	3.7	0	7.5	

Start Time	Palm Valley Rd. Southbound				Possum Trot Rd. Westbound				Palm Valley Rd. Northbound				Canal Blvd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:45 PM	6	186	2	194	0	0	1	1	2	118	8	128	15	0	18	33	356
05:00 PM	8	191	0	199	1	0	1	2	1	97	9	107	16	0	13	29	337
05:15 PM	13	169	0	182	2	0	0	2	0	119	14	133	9	0	15	24	341
05:30 PM	9	165	0	174	2	0	0	2	2	116	9	127	10	0	10	20	323
Total Volume	36	711	2	749	5	0	2	7	5	450	40	495	50	0	56	106	1357
% App. Total	4.8	94.9	0.3		71.4	0	28.6		1	90.9	8.1		47.2	0	52.8		
PHF	.692	.931	.250	.941	.625	.000	.500	.875	.625	.945	.714	.930	.781	.000	.778	.803	.953

Peggy Malone & Associates, Inc.  
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File Name : 4-Palm Valley Rd. and Landrum Lane AM  
Site Code :  
Start Date : 8/16/2016  
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Groups Printed- Car

Start Time	Palm Valley Rd. Southbound				Palm Valley Rd. Northbound				Landrum Lane Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:00 AM	6	9	0	15	26	3	0	29	5	3	0	8	52
06:15 AM	21	18	0	39	34	29	0	63	4	20	0	24	126
06:30 AM	7	25	0	32	40	8	0	48	3	5	0	8	88
06:45 AM	11	34	0	45	63	17	0	80	3	5	0	8	133
Total	45	86	0	131	163	57	0	220	15	33	0	48	399
07:00 AM	29	51	1	81	60	39	0	99	6	12	0	18	198
07:15 AM	73	42	0	115	89	61	0	150	40	24	0	64	329
07:30 AM	27	46	0	73	138	23	0	161	37	44	0	81	315
07:45 AM	28	63	0	91	149	41	0	190	15	28	0	43	324
Total	157	202	1	360	436	164	0	600	98	108	0	206	1166
08:00 AM	32	76	0	108	126	57	0	183	59	56	0	115	406
08:15 AM	37	82	0	119	112	49	0	161	53	57	0	110	390
08:30 AM	34	102	0	136	109	19	0	128	36	34	0	70	334
08:45 AM	36	105	0	141	125	22	0	147	13	10	0	23	311
Total	139	365	0	504	472	147	0	619	161	157	0	318	1441
09:00 AM	27	73	0	100	91	23	0	114	11	18	0	29	243
09:15 AM	31	55	2	88	112	30	0	142	19	27	0	46	276
09:30 AM	11	59	2	72	99	10	0	109	27	24	1	52	233
09:45 AM	25	63	0	88	71	21	0	92	19	17	0	36	216
Total	94	250	4	348	373	84	0	457	76	86	1	163	968
Grand Total	435	903	5	1343	1444	452	0	1896	350	384	1	735	3974
Apprch %	32.4	67.2	0.4		76.2	23.8	0		47.6	52.2	0.1		
Total %	10.9	22.7	0.1	33.8	36.3	11.4	0	47.7	8.8	9.7	0	18.5	

Start Time	Palm Valley Rd. Southbound			Palm Valley Rd. Northbound			Landrum Lane Eastbound			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	28	63	91	149	41	190	15	28	43	324
08:00 AM	32	76	108	126	57	183	59	56	115	406
08:15 AM	37	82	119	112	49	161	53	57	110	390
08:30 AM	34	102	136	109	19	128	36	34	70	334
Total Volume	131	323	454	496	166	662	163	175	338	1454
% App. Total	28.9	71.1		74.9	25.1		48.2	51.8		
PHF	.885	.792	.835	.832	.728	.871	.691	.768	.735	.895



Peggy Malone & Associates, Inc.  
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File Name : 4-Palm Valley Rd. and Landrum Lane AM  
Site Code :  
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Groups Printed- Truck

Start Time	Palm Valley Rd. Southbound				Palm Valley Rd. Northbound				Landrum Lane Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:00 AM	0	1	0	1	1	0	0	1	1	1	0	2	4
06:15 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
06:30 AM	1	0	0	1	2	2	0	4	0	0	0	0	5
06:45 AM	0	0	0	0	5	0	0	5	1	0	0	1	6
Total	2	1	0	3	9	2	0	11	2	1	0	3	17
07:00 AM	2	1	0	3	3	1	0	4	0	0	0	0	7
07:15 AM	3	3	0	6	0	4	0	4	3	0	0	3	13
07:30 AM	1	3	0	4	1	0	0	1	10	3	0	13	18
07:45 AM	2	2	0	4	3	1	0	4	0	0	0	0	8
Total	8	9	0	17	7	6	0	13	13	3	0	16	46
08:00 AM	0	7	0	7	4	0	0	4	1	0	0	1	12
08:15 AM	1	2	0	3	0	5	0	5	3	1	0	4	12
08:30 AM	0	3	0	3	2	0	0	2	1	2	0	3	8
08:45 AM	0	2	0	2	2	0	0	2	1	0	0	1	5
Total	1	14	0	15	8	5	0	13	6	3	0	9	37
09:00 AM	0	7	0	7	5	0	0	5	1	1	0	2	14
09:15 AM	0	7	0	7	4	2	0	6	0	0	0	0	13
09:30 AM	0	8	0	8	4	0	0	4	1	0	0	1	13
09:45 AM	0	6	0	6	1	0	0	1	1	2	0	3	10
Total	0	28	0	28	14	2	0	16	3	3	0	6	50
Grand Total	11	52	0	63	38	15	0	53	24	10	0	34	150
Apprch %	17.5	82.5	0		71.7	28.3	0		70.6	29.4	0		
Total %	7.3	34.7	0	42	25.3	10	0	35.3	16	6.7	0	22.7	

Start Time	Palm Valley Rd. Southbound			Palm Valley Rd. Northbound			Landrum Lane Eastbound			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	3	3	6	0	4	4	3	0	3	13
07:30 AM	1	3	4	1	0	1	10	3	13	18
07:45 AM	2	2	4	3	1	4	0	0	0	8
08:00 AM	0	7	7	4	0	4	1	0	1	12
Total Volume	6	15	21	8	5	13	14	3	17	51
% App. Total	28.6	71.4		61.5	38.5		82.4	17.6		
PHF	.500	.536	.750	.500	.313	.813	.350	.250	.327	.708

Peggy Malone & Associates, Inc.  
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File Name : 4-Palm Valley Rd. and Landrum Lane AM  
Site Code :  
Start Date : 8/16/2016  
Page No : 1

Groups Printed- Combined

Start Time	Palm Valley Rd. Southbound				Palm Valley Rd. Northbound				Landrum Lane Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:00 AM	6	10	0	16	27	3	0	30	6	4	0	10	56
06:15 AM	22	18	0	40	35	29	0	64	4	20	0	24	128
06:30 AM	8	25	0	33	42	10	0	52	3	5	0	8	93
06:45 AM	11	34	0	45	68	17	0	85	4	5	0	9	139
Total	47	87	0	134	172	59	0	231	17	34	0	51	416
07:00 AM	31	52	1	84	63	40	0	103	6	12	0	18	205
07:15 AM	76	45	0	121	89	65	0	154	43	24	0	67	342
07:30 AM	28	49	0	77	139	23	0	162	47	47	0	94	333
07:45 AM	30	65	0	95	152	42	0	194	15	28	0	43	332
Total	165	211	1	377	443	170	0	613	111	111	0	222	1212
08:00 AM	32	83	0	115	130	57	0	187	60	56	0	116	418
08:15 AM	38	84	0	122	112	54	0	166	56	58	0	114	402
08:30 AM	34	105	0	139	111	19	0	130	37	36	0	73	342
08:45 AM	36	107	0	143	127	22	0	149	14	10	0	24	316
Total	140	379	0	519	480	152	0	632	167	160	0	327	1478
09:00 AM	27	80	0	107	96	23	0	119	12	19	0	31	257
09:15 AM	31	62	2	95	116	32	0	148	19	27	0	46	289
09:30 AM	11	67	2	80	103	10	0	113	28	24	1	53	246
09:45 AM	25	69	0	94	72	21	0	93	20	19	0	39	226
Total	94	278	4	376	387	86	0	473	79	89	1	169	1018
Grand Total	446	955	5	1406	1482	467	0	1949	374	394	1	769	4124
Apprch %	31.7	67.9	0.4		76	24	0		48.6	51.2	0.1		
Total %	10.8	23.2	0.1	34.1	35.9	11.3	0	47.3	9.1	9.6	0	18.6	

Start Time	Palm Valley Rd. Southbound			Palm Valley Rd. Northbound			Landrum Lane Eastbound			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	30	65	95	152	42	194	15	28	43	332
08:00 AM	32	83	115	130	57	187	60	56	116	418
08:15 AM	38	84	122	112	54	166	56	58	114	402
08:30 AM	34	105	139	111	19	130	37	36	73	342
Total Volume	134	337	471	505	172	677	168	178	346	1494
% App. Total	28.5	71.5		74.6	25.4		48.6	51.4		
PHF	.882	.802	.847	.831	.754	.872	.700	.767	.746	.894

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File Name : 4-Palm Valley Rd. and Landrum Lane PM  
Site Code :  
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Groups Printed- Car

Start Time	Palm Valley Rd. Southbound				Palm Valley Rd. Northbound				Landrum Lane Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
03:00 PM	15	96	0	111	59	19	0	78	50	38	0	88	277
03:15 PM	19	104	0	123	62	17	0	79	43	29	0	72	274
03:30 PM	21	113	0	134	82	12	0	94	26	19	0	45	273
03:45 PM	43	111	0	154	71	27	0	98	22	27	0	49	301
Total	98	424	0	522	274	75	0	349	141	113	0	254	1125
04:00 PM	16	135	0	151	98	18	0	116	27	23	0	50	317
04:15 PM	10	116	0	126	121	15	0	136	38	16	0	54	316
04:30 PM	18	134	0	152	95	13	0	108	21	15	0	36	296
04:45 PM	24	156	0	180	95	17	0	112	16	15	0	31	323
Total	68	541	0	609	409	63	0	472	102	69	0	171	1252
05:00 PM	26	160	0	186	88	19	0	107	18	21	0	39	332
05:15 PM	18	169	0	187	115	18	0	133	20	15	0	35	355
05:30 PM	20	149	0	169	104	20	0	124	18	19	0	37	330
05:45 PM	27	144	0	171	80	17	0	97	23	11	0	34	302
Total	91	622	0	713	387	74	0	461	79	66	0	145	1319
06:00 PM	25	140	0	165	102	17	0	119	24	17	0	41	325
06:15 PM	22	129	0	151	87	22	0	109	13	10	0	23	283
06:30 PM	21	125	0	146	85	18	0	103	19	23	0	42	291
06:45 PM	22	87	0	109	62	26	0	88	29	31	0	60	257
Total	90	481	0	571	336	83	0	419	85	81	0	166	1156
Grand Total	347	2068	0	2415	1406	295	0	1701	407	329	0	736	4852
Apprch %	14.4	85.6	0		82.7	17.3	0		55.3	44.7	0		
Total %	7.2	42.6	0	49.8	29	6.1	0	35.1	8.4	6.8	0	15.2	

Start Time	Palm Valley Rd. Southbound			Palm Valley Rd. Northbound			Landrum Lane Eastbound			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	24	156	180	95	17	112	16	15	31	323
05:00 PM	<b>26</b>	160	186	88	19	107	18	<b>21</b>	<b>39</b>	332
05:15 PM	18	<b>169</b>	<b>187</b>	<b>115</b>	18	<b>133</b>	<b>20</b>	15	35	<b>355</b>
05:30 PM	20	149	169	104	<b>20</b>	124	18	19	37	330
Total Volume	88	634	722	402	74	476	72	70	142	1340
% App. Total	12.2	87.8		84.5	15.5		50.7	49.3		
PHF	.846	.938	.965	.874	.925	.895	.900	.833	.910	.944

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File Name : 4-Palm Valley Rd. and Landrum Lane PM  
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Groups Printed- Truck

Start Time	Palm Valley Rd. Southbound				Palm Valley Rd. Northbound				Landrum Lane Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
03:00 PM	0	5	0	5	1	1	0	2	5	1	0	6	13
03:15 PM	0	3	0	3	1	1	0	2	2	1	0	3	8
03:30 PM	1	4	0	5	3	0	0	3	2	0	0	2	10
03:45 PM	2	3	0	5	3	0	0	3	2	1	0	3	11
<b>Total</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>42</b>
04:00 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
04:15 PM	1	2	0	3	3	0	0	3	2	0	0	2	8
04:30 PM	1	3	0	4	5	0	0	5	1	0	0	1	10
04:45 PM	0	4	0	4	3	1	0	4	0	0	0	0	8
<b>Total</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>12</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>29</b>
05:00 PM	2	3	0	5	1	0	0	1	0	0	0	0	6
05:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	4
05:30 PM	0	3	0	3	1	0	0	1	0	0	0	0	4
05:45 PM	0	3	0	3	1	0	0	1	0	0	0	0	4
<b>Total</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>18</b>
06:00 PM	0	2	0	2	1	0	0	1	0	0	0	0	3
06:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
06:30 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</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>6</b>
<b>Grand Total</b>	<b>7</b>	<b>41</b>	<b>0</b>	<b>48</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>95</b>
Apprch %	14.6	85.4	0		89.7	10.3	0		77.8	22.2	0		
Total %	7.4	43.2	0	50.5	27.4	3.2	0	30.5	14.7	4.2	0	18.9	

Start Time	Palm Valley Rd. Southbound			Palm Valley Rd. Northbound			Landrum Lane Eastbound			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	0	5	5	1	1	2	5	1	6	13
03:15 PM	0	3	3	1	1	2	2	1	3	8
03:30 PM	1	4	5	3	0	3	2	0	2	10
03:45 PM	2	3	5	3	0	3	2	1	3	11
<b>Total Volume</b>	<b>3</b>	<b>15</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>14</b>	<b>42</b>
<b>% App. Total</b>	<b>16.7</b>	<b>83.3</b>		<b>80</b>	<b>20</b>		<b>78.6</b>	<b>21.4</b>		
<b>PHF</b>	<b>.375</b>	<b>.750</b>	<b>.900</b>	<b>.667</b>	<b>.500</b>	<b>.833</b>	<b>.550</b>	<b>.750</b>	<b>.583</b>	<b>.808</b>

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

File Name : 4-Palm Valley Rd. and Landrum Lane PM  
Site Code :  
Start Date : 8/16/2016  
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Groups Printed- Combined

Start Time	Palm Valley Rd. Southbound				Palm Valley Rd. Northbound				Landrum Lane Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
03:00 PM	15	101	0	116	60	20	0	80	55	39	0	94	290
03:15 PM	19	107	0	126	63	18	0	81	45	30	0	75	282
03:30 PM	22	117	0	139	85	12	0	97	28	19	0	47	283
03:45 PM	45	114	0	159	74	27	0	101	24	28	0	52	312
<b>Total</b>	<b>101</b>	<b>439</b>	<b>0</b>	<b>540</b>	<b>282</b>	<b>77</b>	<b>0</b>	<b>359</b>	<b>152</b>	<b>116</b>	<b>0</b>	<b>268</b>	<b>1167</b>
04:00 PM	16	136	0	152	100	18	0	118	27	23	0	50	320
04:15 PM	11	118	0	129	124	15	0	139	40	16	0	56	324
04:30 PM	19	137	0	156	100	13	0	113	22	15	0	37	306
04:45 PM	24	160	0	184	98	18	0	116	16	15	0	31	331
<b>Total</b>	<b>70</b>	<b>551</b>	<b>0</b>	<b>621</b>	<b>422</b>	<b>64</b>	<b>0</b>	<b>486</b>	<b>105</b>	<b>69</b>	<b>0</b>	<b>174</b>	<b>1281</b>
05:00 PM	28	163	0	191	89	19	0	108	18	21	0	39	338
05:15 PM	18	172	0	190	115	18	0	133	20	16	0	36	359
05:30 PM	20	152	0	172	105	20	0	125	18	19	0	37	334
05:45 PM	27	147	0	174	81	17	0	98	23	11	0	34	306
<b>Total</b>	<b>93</b>	<b>634</b>	<b>0</b>	<b>727</b>	<b>390</b>	<b>74</b>	<b>0</b>	<b>464</b>	<b>79</b>	<b>67</b>	<b>0</b>	<b>146</b>	<b>1337</b>
06:00 PM	25	142	0	167	103	17	0	120	24	17	0	41	328
06:15 PM	22	130	0	152	87	22	0	109	13	10	0	23	284
06:30 PM	21	126	0	147	86	18	0	104	19	23	0	42	293
06:45 PM	22	87	0	109	62	26	0	88	29	31	0	60	257
<b>Total</b>	<b>90</b>	<b>485</b>	<b>0</b>	<b>575</b>	<b>338</b>	<b>83</b>	<b>0</b>	<b>421</b>	<b>85</b>	<b>81</b>	<b>0</b>	<b>166</b>	<b>1162</b>
<b>Grand Total</b>	<b>354</b>	<b>2109</b>	<b>0</b>	<b>2463</b>	<b>1432</b>	<b>298</b>	<b>0</b>	<b>1730</b>	<b>421</b>	<b>333</b>	<b>0</b>	<b>754</b>	<b>4947</b>
Apprch %	14.4	85.6	0		82.8	17.2	0		55.8	44.2	0		
Total %	7.2	42.6	0	49.8	28.9	6	0	35	8.5	6.7	0	15.2	

Start Time	Palm Valley Rd. Southbound			Palm Valley Rd. Northbound			Landrum Lane Eastbound			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	24	160	184	98	18	116	16	15	31	331
05:00 PM	<b>28</b>	163	<b>191</b>	89	19	108	18	<b>21</b>	<b>39</b>	338
05:15 PM	18	<b>172</b>	190	<b>115</b>	18	<b>133</b>	<b>20</b>	16	36	<b>359</b>
05:30 PM	20	152	172	105	<b>20</b>	125	18	19	37	334
<b>Total Volume</b>	90	647	737	407	75	482	72	71	143	1362
<b>% App. Total</b>	12.2	87.8		84.4	15.6		50.3	49.7		
PHF	.804	.940	.965	.885	.938	.906	.900	.845	.917	.948

# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : 5-CR 210\_Mickler Rd\_Palm Valley Round-about AM  
 Site Code :  
 Start Date : 8/16/2016  
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Groups Printed- Car

Start Time	Mickler Rd. Westbound					Business Entrance Northbound					CR 210 Eastbound					Palm Valley Rd. Southbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	4	11	0	0	15	0	1	1	0	2	0	17	19	0	36	7	1	3	0	11	64
06:15 AM	8	10	2	0	20	0	0	0	0	0	2	25	40	0	67	27	1	5	0	33	120
06:30 AM	6	23	1	0	30	1	0	1	0	2	2	39	38	0	79	26	3	3	0	32	143
06:45 AM	6	34	1	0	41	0	1	0	0	1	3	41	60	0	104	36	0	1	0	37	183
<b>Total</b>	<b>24</b>	<b>78</b>	<b>4</b>	<b>0</b>	<b>106</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>122</b>	<b>157</b>	<b>0</b>	<b>286</b>	<b>96</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>113</b>	<b>510</b>
07:00 AM	14	41	0	0	55	0	0	2	0	2	0	65	83	0	148	56	2	4	0	62	267
07:15 AM	29	56	0	0	85	1	3	2	0	6	4	84	85	0	173	66	6	7	0	79	343
07:30 AM	23	60	2	0	85	2	7	7	0	16	5	115	109	0	229	65	4	16	0	85	415
07:45 AM	15	53	0	0	68	2	3	3	0	8	4	118	146	0	268	73	2	9	0	84	428
<b>Total</b>	<b>81</b>	<b>210</b>	<b>2</b>	<b>0</b>	<b>293</b>	<b>5</b>	<b>13</b>	<b>14</b>	<b>0</b>	<b>32</b>	<b>13</b>	<b>382</b>	<b>423</b>	<b>0</b>	<b>818</b>	<b>260</b>	<b>14</b>	<b>36</b>	<b>0</b>	<b>310</b>	<b>1453</b>
08:00 AM	18	95	1	0	114	2	0	3	0	5	4	134	117	0	255	116	7	10	0	133	507
08:15 AM	23	135	1	0	159	3	8	6	0	17	7	133	108	0	248	144	4	13	0	161	585
08:30 AM	10	126	4	0	140	3	8	7	0	18	4	111	110	0	225	141	10	11	0	162	545
08:45 AM	14	110	5	0	129	0	4	8	0	12	4	108	121	0	233	118	8	8	0	134	508
<b>Total</b>	<b>65</b>	<b>466</b>	<b>11</b>	<b>0</b>	<b>542</b>	<b>8</b>	<b>20</b>	<b>24</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>486</b>	<b>456</b>	<b>0</b>	<b>961</b>	<b>519</b>	<b>29</b>	<b>42</b>	<b>0</b>	<b>590</b>	<b>2145</b>
09:00 AM	11	58	5	0	74	3	7	6	0	16	7	97	106	0	210	81	7	5	0	93	393
09:15 AM	10	45	3	0	58	2	8	7	0	17	3	78	104	0	185	55	5	9	0	69	329
09:30 AM	8	28	4	0	40	4	2	4	0	10	3	70	86	0	159	67	1	16	0	84	293
09:45 AM	16	32	5	0	53	3	8	5	0	16	3	75	76	0	154	61	3	9	0	73	296
<b>Total</b>	<b>45</b>	<b>163</b>	<b>17</b>	<b>0</b>	<b>225</b>	<b>12</b>	<b>25</b>	<b>22</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>320</b>	<b>372</b>	<b>0</b>	<b>708</b>	<b>264</b>	<b>16</b>	<b>39</b>	<b>0</b>	<b>319</b>	<b>1311</b>
<b>Grand Total</b>	<b>215</b>	<b>917</b>	<b>34</b>	<b>0</b>	<b>1166</b>	<b>26</b>	<b>60</b>	<b>62</b>	<b>0</b>	<b>148</b>	<b>55</b>	<b>1310</b>	<b>1408</b>	<b>0</b>	<b>2773</b>	<b>1139</b>	<b>64</b>	<b>129</b>	<b>0</b>	<b>1332</b>	<b>5419</b>
Apprch %	18.4	78.6	2.9	0		17.6	40.5	41.9	0		2	47.2	50.8	0		85.5	4.8	9.7	0		
Total %	4	16.9	0.6	0	21.5	0.5	1.1	1.1	0	2.7	1	24.2	26	0	51.2	21	1.2	2.4	0	24.6	

Start Time	Mickler Rd. Southbound				App. Total	Business Entrance Westbound				App. Total	CR 210 Northbound				App. Total	Palm Valley Rd. Eastbound				Int. Total	
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
08:00 AM	18	95	1	0	114	2	0	3	0	5	4	<b>134</b>	117	0	<b>255</b>	116	7	10	0	133	507
08:15 AM	<b>23</b>	<b>135</b>	1	0	<b>159</b>	<b>3</b>	<b>8</b>	6	0	17	<b>7</b>	133	108	0	248	<b>144</b>	4	<b>13</b>	0	161	<b>585</b>
08:30 AM	10	126	4	0	140	3	8	7	0	18	4	111	110	0	225	141	<b>10</b>	11	0	<b>162</b>	545
08:45 AM	14	110	5	0	129	0	4	8	0	12	4	108	<b>121</b>	0	233	118	8	8	0	134	508
<b>Total Volume</b>	<b>65</b>	<b>466</b>	<b>11</b>	<b>0</b>	<b>542</b>	<b>8</b>	<b>20</b>	<b>24</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>486</b>	<b>456</b>	<b>0</b>	<b>961</b>	<b>519</b>	<b>29</b>	<b>42</b>	<b>0</b>	<b>590</b>	<b>2145</b>
% App. Total	12	86	2	0		15.4	38.5	46.2	0		2	50.6	47.5	0		88	4.9	7.1	0		
PHF	.707	.863	.550	0	.852	.667	.625	.750	0	.722	.679	.907	.942	0	.942	.901	.725	.808	0	.910	.917

# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : 5-CR 210\_Mickler Rd\_Palm Valley Round-about AM  
 Site Code :  
 Start Date : 8/16/2016  
 Page No : 1

Groups Printed- Truck

Start Time	Mickler Rd. Westbound					Business Entrance Northbound					CR 210 Eastbound					Palm Valley Rd. Southbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
06:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	3	0	6	1	0	1	0	2	0	0	0	0	0	9
06:30 AM	0	1	0	0	1	0	1	0	0	1	0	4	5	0	9	0	0	0	0	0	0	0	0	0	0	11
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	2	0	8	1	0	1	0	2	0	0	0	0	0	10
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>32</b>
07:00 AM	2	0	0	0	2	0	0	0	0	0	0	2	2	0	4	3	0	0	0	3	0	0	0	0	0	9
07:15 AM	2	1	0	0	3	0	0	1	0	1	0	2	1	0	3	4	0	1	0	5	0	0	0	0	0	12
07:30 AM	0	1	0	0	1	0	1	0	0	1	0	5	0	0	5	9	0	2	0	11	0	0	0	0	0	18
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	4	3	0	7	2	0	0	0	2	0	0	0	0	0	10
<b>Total</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>49</b>
08:00 AM	1	2	0	0	3	0	1	0	0	1	0	0	9	0	9	3	0	0	0	3	0	0	0	0	0	16
08:15 AM	1	1	0	0	2	0	0	1	0	1	0	0	2	0	2	5	1	1	0	7	0	0	0	0	0	12
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	5
08:45 AM	0	3	1	0	4	0	0	0	0	0	0	2	3	0	5	5	0	0	0	5	0	0	0	0	0	14
<b>Total</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>18</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>47</b>
09:00 AM	0	9	1	0	10	0	0	0	0	0	0	3	5	0	8	5	1	0	0	6	0	0	0	0	0	24
09:15 AM	0	2	0	0	2	0	2	0	0	2	0	6	3	0	9	4	0	0	0	4	0	0	0	0	0	17
09:30 AM	0	1	0	0	1	0	0	1	0	1	2	4	5	0	11	5	1	1	0	7	0	0	0	0	0	20
09:45 AM	1	1	1	0	3	1	1	0	0	2	0	5	1	0	6	5	0	0	0	5	0	0	0	0	0	16
<b>Total</b>	<b>1</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>34</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>77</b>
<b>Grand Total</b>	<b>7</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>48</b>	<b>45</b>	<b>0</b>	<b>95</b>	<b>53</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>205</b>	
Apprch %	20	71.4	8.6	0		8.3	66.7	25	0		2.1	50.5	47.4	0		84.1	4.8	11.1	0							
Total %	3.4	12.2	1.5	0	17.1	0.5	3.9	1.5	0	5.9	1	23.4	22	0	46.3	25.9	1.5	3.4	0	30.7						

Start Time	Mickler Rd. Southbound				App. Total	Business Entrance Westbound				App. Total	CR 210 Northbound				App. Total	Palm Valley Rd. Eastbound				Int. Total						
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds							
09:00 AM	0	9	1	0	10	0	0	0	0	0	0	3	5	0	8	5	1	0	0	6	0	0	0	0	0	24
09:15 AM	0	2	0	0	2	0	2	0	0	2	0	6	3	0	9	4	0	0	0	4	0	0	0	0	0	17
09:30 AM	0	1	0	0	1	0	0	1	0	1	2	4	5	0	11	5	1	1	0	7	0	0	0	0	0	20
09:45 AM	1	1	1	0	3	1	1	0	0	2	0	5	1	0	6	5	0	0	0	5	0	0	0	0	0	16
<b>Total Volume</b>	<b>1</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>34</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>77</b>
% App. Total	6.2	81.2	12.5	0		20	60	20	0		5.9	52.9	41.2	0		86.4	9.1	4.5	0							
PHF	.250	.361	.500	.400		.250	.375	.250	.625		.250	.750	.700	.773		.950	.500	.250	.786							.802

# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : 5-CR 210\_Mickler Rd\_Palm Valley Round-about AM  
 Site Code :  
 Start Date : 8/16/2016  
 Page No : 1

Groups Printed- Combined

Start Time	Mickler Rd. Westbound					Business Entrance Northbound					CR 210 Eastbound					Palm Valley Rd. Southbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	4	11	0	0	15	0	2	1	0	3	0	18	19	0	37	7	1	3	0	11	66
06:15 AM	8	11	2	0	21	0	0	0	0	0	2	28	43	0	73	28	1	6	0	35	129
06:30 AM	6	24	1	0	31	1	1	1	0	3	2	43	43	0	88	26	3	3	0	32	154
06:45 AM	6	34	1	0	41	0	1	0	0	1	3	47	62	0	112	37	0	2	0	39	193
<b>Total</b>	<b>24</b>	<b>80</b>	<b>4</b>	<b>0</b>	<b>108</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>136</b>	<b>167</b>	<b>0</b>	<b>310</b>	<b>98</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>117</b>	<b>542</b>
07:00 AM	16	41	0	0	57	0	0	2	0	2	0	67	85	0	152	59	2	4	0	65	276
07:15 AM	31	57	0	0	88	1	3	3	0	7	4	86	86	0	176	70	6	8	0	84	355
07:30 AM	23	61	2	0	86	2	8	7	0	17	5	120	109	0	234	74	4	18	0	96	433
07:45 AM	15	53	0	0	68	2	4	3	0	9	4	122	149	0	275	75	2	9	0	86	438
<b>Total</b>	<b>85</b>	<b>212</b>	<b>2</b>	<b>0</b>	<b>299</b>	<b>5</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>35</b>	<b>13</b>	<b>395</b>	<b>429</b>	<b>0</b>	<b>837</b>	<b>278</b>	<b>14</b>	<b>39</b>	<b>0</b>	<b>331</b>	<b>1502</b>
08:00 AM	19	97	1	0	117	2	1	3	0	6	4	134	126	0	264	119	7	10	0	136	523
08:15 AM	24	136	1	0	161	3	8	7	0	18	7	133	110	0	250	149	5	14	0	168	597
08:30 AM	10	128	4	0	142	3	8	7	0	18	4	112	111	0	227	142	10	11	0	163	550
08:45 AM	14	113	6	0	133	0	4	8	0	12	4	110	124	0	238	123	8	8	0	139	522
<b>Total</b>	<b>67</b>	<b>474</b>	<b>12</b>	<b>0</b>	<b>553</b>	<b>8</b>	<b>21</b>	<b>25</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>489</b>	<b>471</b>	<b>0</b>	<b>979</b>	<b>533</b>	<b>30</b>	<b>43</b>	<b>0</b>	<b>606</b>	<b>2192</b>
09:00 AM	11	67	6	0	84	3	7	6	0	16	7	100	111	0	218	86	8	5	0	99	417
09:15 AM	10	47	3	0	60	2	10	7	0	19	3	84	107	0	194	59	5	9	0	73	346
09:30 AM	8	29	4	0	41	4	2	5	0	11	5	74	91	0	170	72	2	17	0	91	313
09:45 AM	17	33	6	0	56	4	9	5	0	18	3	80	77	0	160	66	3	9	0	78	312
<b>Total</b>	<b>46</b>	<b>176</b>	<b>19</b>	<b>0</b>	<b>241</b>	<b>13</b>	<b>28</b>	<b>23</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>338</b>	<b>386</b>	<b>0</b>	<b>742</b>	<b>283</b>	<b>18</b>	<b>40</b>	<b>0</b>	<b>341</b>	<b>1388</b>
<b>Grand Total</b>	<b>222</b>	<b>942</b>	<b>37</b>	<b>0</b>	<b>1201</b>	<b>27</b>	<b>68</b>	<b>65</b>	<b>0</b>	<b>160</b>	<b>57</b>	<b>1358</b>	<b>1453</b>	<b>0</b>	<b>2868</b>	<b>1192</b>	<b>67</b>	<b>136</b>	<b>0</b>	<b>1395</b>	<b>5624</b>
Apprch %	18.5	78.4	3.1	0		16.9	42.5	40.6	0		2	47.4	50.7	0		85.4	4.8	9.7	0		
Total %	3.9	16.7	0.7	0	21.4	0.5	1.2	1.2	0	2.8	1	24.1	25.8	0	51	21.2	1.2	2.4	0	24.8	

Start Time	Mickler Rd. Southbound				App. Total	Business Entrance Westbound				App. Total	CR 210 Northbound				App. Total	Palm Valley Rd. Eastbound				Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds	
08:00 AM	19	97	1	0	117	2	1	3	0	6	4	<b>134</b>	<b>126</b>	<b>264</b>	119	7	10	0	136	523
08:15 AM	<b>24</b>	<b>136</b>	1	0	<b>161</b>	<b>3</b>	<b>8</b>	7	0	<b>18</b>	<b>7</b>	133	110	250	<b>149</b>	5	<b>14</b>	0	<b>168</b>	<b>597</b>
08:30 AM	10	128	4	0	142	3	8	7	0	18	4	112	111	227	142	<b>10</b>	11	0	163	550
08:45 AM	14	113	<b>6</b>	0	133	0	4	<b>8</b>	0	12	4	110	124	238	123	8	8	0	139	522
<b>Total Volume</b>	<b>67</b>	<b>474</b>	<b>12</b>	<b>0</b>	<b>553</b>	<b>8</b>	<b>21</b>	<b>25</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>489</b>	<b>471</b>	<b>979</b>	<b>533</b>	<b>30</b>	<b>43</b>	<b>0</b>	<b>606</b>	<b>2192</b>
% App. Total	12.1	85.7	2.2	0		14.8	38.9	46.3	0		1.9	49.9	48.1		88	5	7.1	0		
PHF	.698	.871	.500	0	.859	.667	.656	.781	0	.750	.679	.912	.935	.927	.894	.750	.768	0	.902	.918



# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : 5-CR 210\_Mickler Rd\_Palm Valley Round-about PM  
 Site Code :  
 Start Date : 8/16/2016  
 Page No : 1

Groups Printed- Car

Start Time	Mickler Rd. Westbound					Business Entrance Northbound					CR 210 Eastbound					Palm Valley Rd. Southbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	15	83	10	0	108	4	5	18	0	27	4	88	64	0	156	105	12	16	0	133	424
03:15 PM	9	97	6	0	112	2	10	18	0	30	7	61	45	0	113	113	10	11	0	134	389
03:30 PM	8	81	9	0	98	2	9	14	0	25	5	48	66	0	119	120	13	11	0	144	386
03:45 PM	11	59	6	0	76	2	11	20	0	33	5	86	73	0	164	101	16	12	0	129	402
<b>Total</b>	<b>43</b>	<b>320</b>	<b>31</b>	<b>0</b>	<b>394</b>	<b>10</b>	<b>35</b>	<b>70</b>	<b>0</b>	<b>115</b>	<b>21</b>	<b>283</b>	<b>248</b>	<b>0</b>	<b>552</b>	<b>439</b>	<b>51</b>	<b>50</b>	<b>0</b>	<b>540</b>	<b>1601</b>
04:00 PM	14	71	11	0	96	5	17	17	0	39	10	127	120	0	257	133	14	11	0	158	550
04:15 PM	8	65	6	0	79	3	15	13	0	31	8	55	101	0	164	116	20	13	0	149	423
04:30 PM	8	70	10	0	88	4	23	10	0	37	7	63	78	0	148	112	15	12	0	139	412
04:45 PM	6	95	15	0	116	3	11	14	0	28	8	68	77	0	153	118	16	8	0	142	439
<b>Total</b>	<b>36</b>	<b>301</b>	<b>42</b>	<b>0</b>	<b>379</b>	<b>15</b>	<b>66</b>	<b>54</b>	<b>0</b>	<b>135</b>	<b>33</b>	<b>313</b>	<b>376</b>	<b>0</b>	<b>722</b>	<b>479</b>	<b>65</b>	<b>44</b>	<b>0</b>	<b>588</b>	<b>1824</b>
05:00 PM	9	94	9	0	112	5	0	26	0	31	11	73	84	0	168	152	18	6	0	176	487
05:15 PM	23	124	15	0	162	1	6	23	0	30	8	98	88	0	194	129	13	13	0	155	541
05:30 PM	10	109	14	0	133	4	14	29	0	47	11	61	89	0	161	130	20	8	0	158	499
05:45 PM	8	91	19	0	118	9	0	30	0	39	4	64	96	0	164	144	14	12	0	170	491
<b>Total</b>	<b>50</b>	<b>418</b>	<b>57</b>	<b>0</b>	<b>525</b>	<b>19</b>	<b>20</b>	<b>108</b>	<b>0</b>	<b>147</b>	<b>34</b>	<b>296</b>	<b>357</b>	<b>0</b>	<b>687</b>	<b>555</b>	<b>65</b>	<b>39</b>	<b>0</b>	<b>659</b>	<b>2018</b>
06:00 PM	19	79	6	0	104	4	14	26	0	44	7	64	84	0	155	144	16	9	0	169	472
06:15 PM	11	78	13	0	102	8	12	17	0	37	5	62	82	0	149	124	10	11	0	145	433
06:30 PM	5	73	7	0	85	7	9	24	0	40	9	77	92	0	178	108	11	7	0	126	429
06:45 PM	7	54	9	0	70	5	10	20	0	35	9	46	73	0	128	93	12	13	0	118	351
<b>Total</b>	<b>42</b>	<b>284</b>	<b>35</b>	<b>0</b>	<b>361</b>	<b>24</b>	<b>45</b>	<b>87</b>	<b>0</b>	<b>156</b>	<b>30</b>	<b>249</b>	<b>331</b>	<b>0</b>	<b>610</b>	<b>469</b>	<b>49</b>	<b>40</b>	<b>0</b>	<b>558</b>	<b>1685</b>
<b>Grand Total</b>	<b>171</b>	<b>1323</b>	<b>165</b>	<b>0</b>	<b>1659</b>	<b>68</b>	<b>166</b>	<b>319</b>	<b>0</b>	<b>553</b>	<b>118</b>	<b>1141</b>	<b>1312</b>	<b>0</b>	<b>2571</b>	<b>1942</b>	<b>230</b>	<b>173</b>	<b>0</b>	<b>2345</b>	<b>7128</b>
Apprch %	10.3	79.7	9.9	0		12.3	30	57.7	0		4.6	44.4	51	0		82.8	9.8	7.4	0		
Total %	2.4	18.6	2.3	0	23.3	1	2.3	4.5	0	7.8	1.7	16	18.4	0	36.1	27.2	3.2	2.4	0	32.9	

Start Time	Mickler Rd. Southbound				Business Entrance Westbound				CR 210 Northbound				Palm Valley Rd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	9	94	9	112	5	0	26	31	<b>11</b>	73	84	168	<b>152</b>	18	6	<b>176</b>	487
05:15 PM	<b>23</b>	<b>124</b>	15	<b>162</b>	1	6	23	30	8	<b>98</b>	88	<b>194</b>	129	13	<b>13</b>	155	<b>541</b>
05:30 PM	10	109	14	133	4	<b>14</b>	29	<b>47</b>	11	61	89	161	130	<b>20</b>	8	158	499
05:45 PM	8	91	<b>19</b>	118	<b>9</b>	0	<b>30</b>	39	4	64	<b>96</b>	164	144	14	12	170	491
<b>Total Volume</b>	50	418	57	525	19	20	108	147	34	296	357	687	555	65	39	659	2018
% App. Total	9.5	79.6	10.9		12.9	13.6	73.5		4.9	43.1	52		84.2	9.9	5.9		
PHF	.543	.843	.750	.810	.528	.357	.900	.782	.773	.755	.930	.885	.913	.813	.750	.936	.933

# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : 5-CR 210\_Mickler Rd\_Palm Valley Round-about PM  
 Site Code :  
 Start Date : 8/16/2016  
 Page No : 1

Groups Printed- Truck

Start Time	Mickler Rd. Westbound					Business Entrance Northbound					CR 210 Eastbound					Palm Valley Rd. Southbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	6	0	0	0	6	10
03:15 PM	0	2	0	0	2	0	0	1	0	1	0	0	2	0	2	4	2	1	0	7	12
03:30 PM	1	6	0	0	7	0	1	1	0	2	0	1	1	0	2	6	1	1	0	8	19
03:45 PM	0	4	0	0	4	0	0	1	0	1	0	3	1	0	4	4	0	0	0	4	13
<b>Total</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>54</b>
04:00 PM	0	2	0	0	2	0	0	0	0	0	1	2	2	0	5	1	0	0	0	1	8
04:15 PM	0	2	0	0	2	0	1	0	0	1	0	4	4	0	8	1	0	1	0	2	13
04:30 PM	0	4	0	0	4	1	0	0	0	1	0	0	3	0	3	5	0	1	0	6	14
04:45 PM	1	6	0	0	7	0	0	0	0	0	0	1	2	0	3	3	0	0	0	3	13
<b>Total</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>48</b>
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
05:15 PM	1	1	1	0	3	0	0	0	0	0	0	0	1	0	1	4	0	0	0	4	8
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4	0	0	0	4	8
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	4
<b>Total</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>23</b>
06:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	6
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
06:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>13</b>
<b>Grand Total</b>	<b>6</b>	<b>34</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>15</b>	<b>18</b>	<b>0</b>	<b>34</b>	<b>50</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>57</b>	<b>138</b>
Apprch %	14.6	82.9	2.4	0		16.7	33.3	50	0		2.9	44.1	52.9	0		87.7	5.3	7	0		
Total %	4.3	24.6	0.7	0	29.7	0.7	1.4	2.2	0	4.3	0.7	10.9	13	0	24.6	36.2	2.2	2.9	0	41.3	

Start Time	Mickler Rd. Southbound				Business Entrance Westbound				CR 210 Northbound				Palm Valley Rd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	6	0	0	6	10
03:15 PM	0	2	0	2	0	0	1	1	0	0	2	2	4	2	1	7	12
03:30 PM	1	6	0	7	0	1	1	2	0	1	1	2	6	1	1	8	19
03:45 PM	0	4	0	4	0	0	1	1	0	3	1	4	4	0	0	4	13
<b>Total Volume</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>20</b>	<b>3</b>	<b>2</b>	<b>25</b>	<b>54</b>
% App. Total	6.7	93.3	0		0	25	75		0	60	40		80	12	8		
PHF	.250	.583	.000	.536	.000	.250	.750	.500	.000	.500	.500	.625	.833	.375	.500	.781	.711

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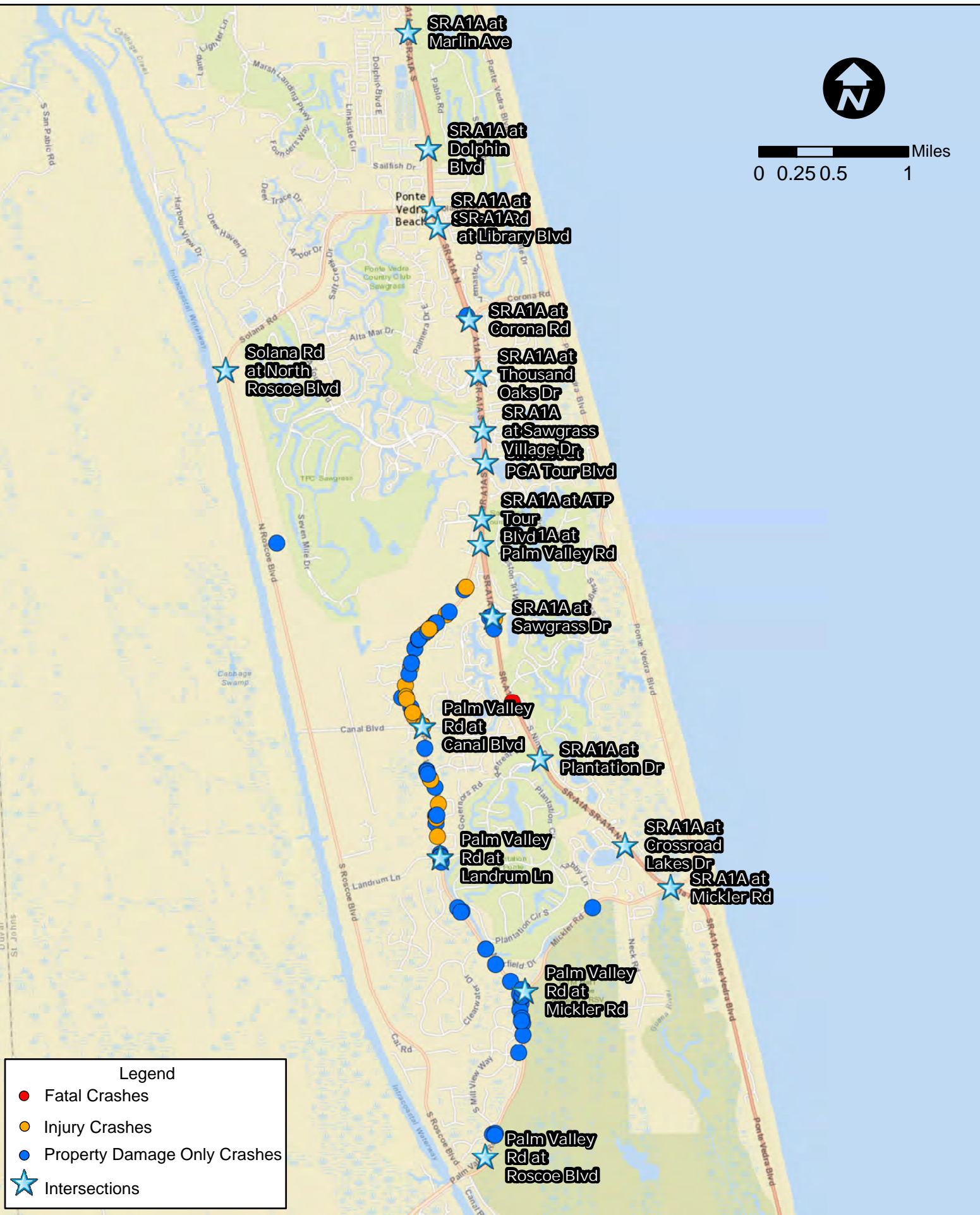
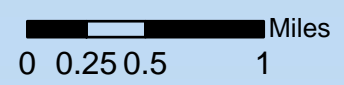
File Name : 5-CR 210\_Mickler Rd\_Palm Valley Round-about PM  
Site Code :  
Start Date : 8/16/2016  
Page No : 1

Groups Printed- Combined

Start Time	Mickler Rd. Westbound					Business Entrance Northbound					CR 210 Eastbound					Palm Valley Rd. Southbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	15	85	10	0	110	4	5	18	0	27	4	90	64	0	158	111	12	16	0	139	434
03:15 PM	9	99	6	0	114	2	10	19	0	31	7	61	47	0	115	117	12	12	0	141	401
03:30 PM	9	87	9	0	105	2	10	15	0	27	5	49	67	0	121	126	14	12	0	152	405
03:45 PM	11	63	6	0	80	2	11	21	0	34	5	89	74	0	168	105	16	12	0	133	415
Total	44	334	31	0	409	10	36	73	0	119	21	289	252	0	562	459	54	52	0	565	1655
04:00 PM	14	73	11	0	98	5	17	17	0	39	11	129	122	0	262	134	14	11	0	159	558
04:15 PM	8	67	6	0	81	3	16	13	0	32	8	59	105	0	172	117	20	14	0	151	436
04:30 PM	8	74	10	0	92	5	23	10	0	38	7	63	81	0	151	117	15	13	0	145	426
04:45 PM	7	101	15	0	123	3	11	14	0	28	8	69	79	0	156	121	16	8	0	145	452
Total	37	315	42	0	394	16	67	54	0	137	34	320	387	0	741	489	65	46	0	600	1872
05:00 PM	10	94	9	0	113	5	0	26	0	31	11	73	84	0	168	154	18	6	0	178	490
05:15 PM	24	125	16	0	165	1	6	23	0	30	8	98	89	0	195	133	13	13	0	159	549
05:30 PM	10	111	14	0	135	4	14	29	0	47	11	62	90	0	163	134	20	8	0	162	507
05:45 PM	8	92	19	0	119	9	0	30	0	39	4	65	97	0	166	145	14	12	0	171	495
Total	52	422	58	0	532	19	20	108	0	147	34	298	360	0	692	566	65	39	0	670	2041
06:00 PM	20	80	6	0	106	4	14	26	0	44	7	64	84	0	155	148	16	9	0	173	478
06:15 PM	11	78	13	0	102	8	12	17	0	37	5	62	82	0	149	126	10	11	0	147	435
06:30 PM	6	73	7	0	86	7	9	24	0	40	9	77	92	0	178	111	11	7	0	129	433
06:45 PM	7	55	9	0	71	5	10	20	0	35	9	46	73	0	128	93	12	13	0	118	352
Total	44	286	35	0	365	24	45	87	0	156	30	249	331	0	610	478	49	40	0	567	1698
Grand Total	177	1357	166	0	1700	69	168	322	0	559	119	1156	1330	0	2605	1992	233	177	0	2402	7266
Apprch %	10.4	79.8	9.8	0		12.3	30.1	57.6	0		4.6	44.4	51.1	0		82.9	9.7	7.4	0		
Total %	2.4	18.7	2.3	0	23.4	0.9	2.3	4.4	0	7.7	1.6	15.9	18.3	0	35.9	27.4	3.2	2.4	0	33.1	

Start Time	Mickler Rd. Southbound				App. Total	Business Entrance Westbound				App. Total	CR 210 Northbound				App. Total	Palm Valley Rd. Eastbound				Int. Total	
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
05:00 PM	10	94	9		113	5	0	26		31	11	73	84		168	154	18	6		178	490
05:15 PM	24	125	16		165	1	6	23		30	8	98	89		195	133	13	13		159	549
05:30 PM	10	111	14		135	4	14	29		47	11	62	90		163	134	20	8		162	507
05:45 PM	8	92	19		119	9	0	30		39	4	65	97		166	145	14	12		171	495
Total Volume	52	422	58		532	19	20	108		147	34	298	360		692	566	65	39		670	2041
% App. Total	9.8	79.3	10.9			12.9	13.6	73.5			4.9	43.1	52			84.5	9.7	5.8			
PHF	.542	.844	.763		.806	.528	.357	.900		.782	.773	.760	.928		.887	.919	.813	.750		.941	.929

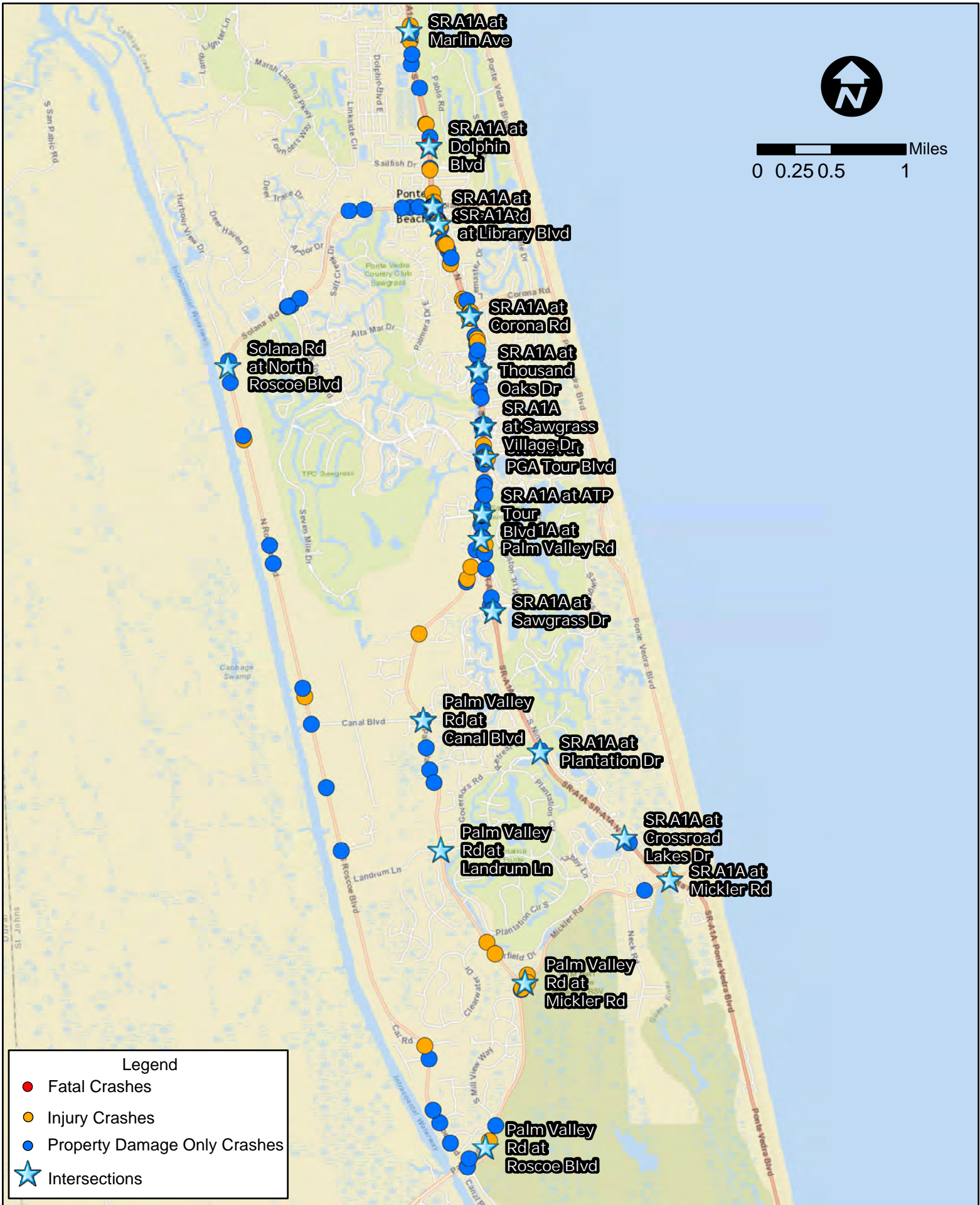
**APPENDIX C: CRASH LOCATIONS**



**Legend**

- Fatal Crashes
- Injury Crashes
- Property Damage Only Crashes
- ★ Intersections

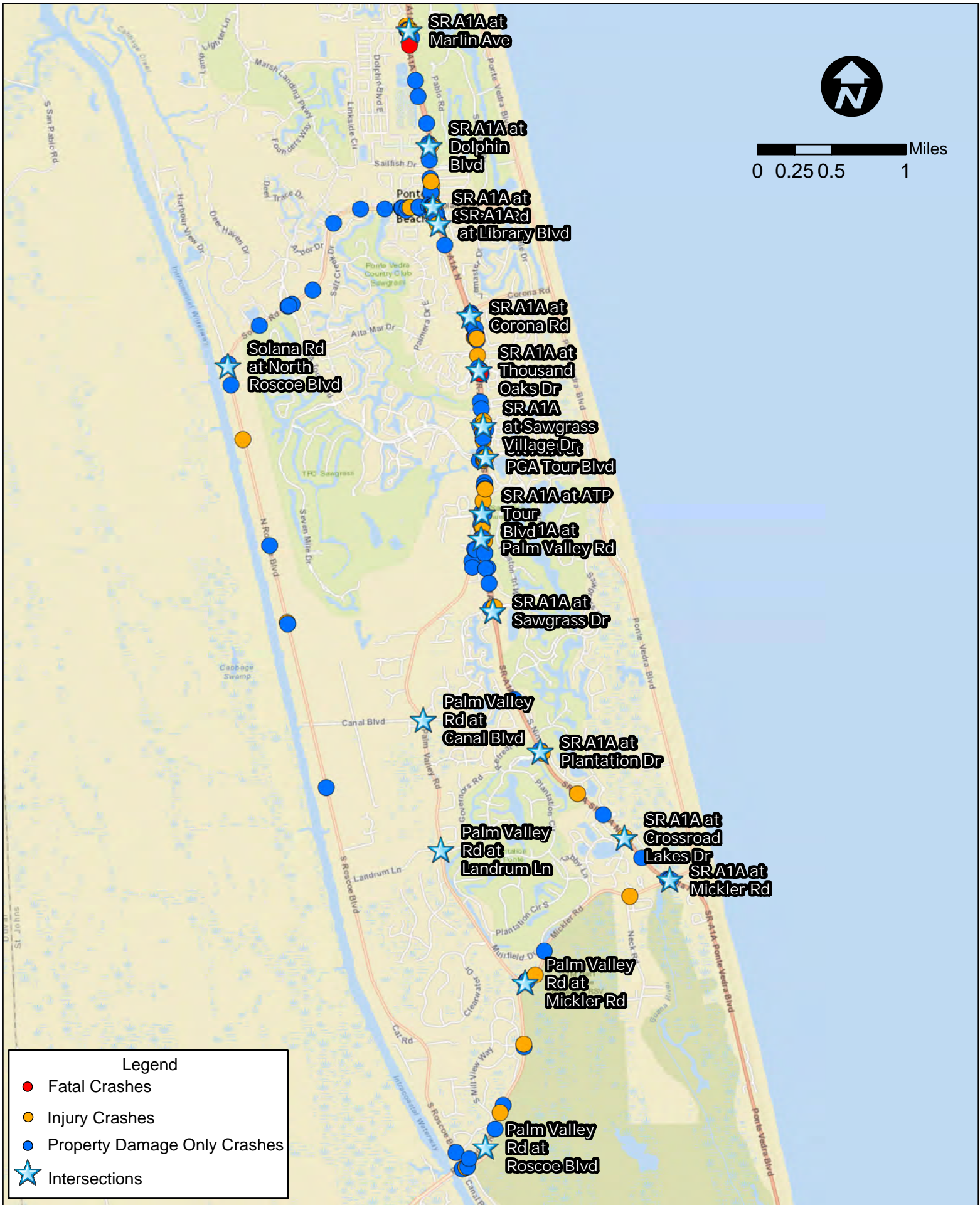




**Legend**

- Fatal Crashes
- Injury Crashes
- Property Damage Only Crashes
- ★ Intersections





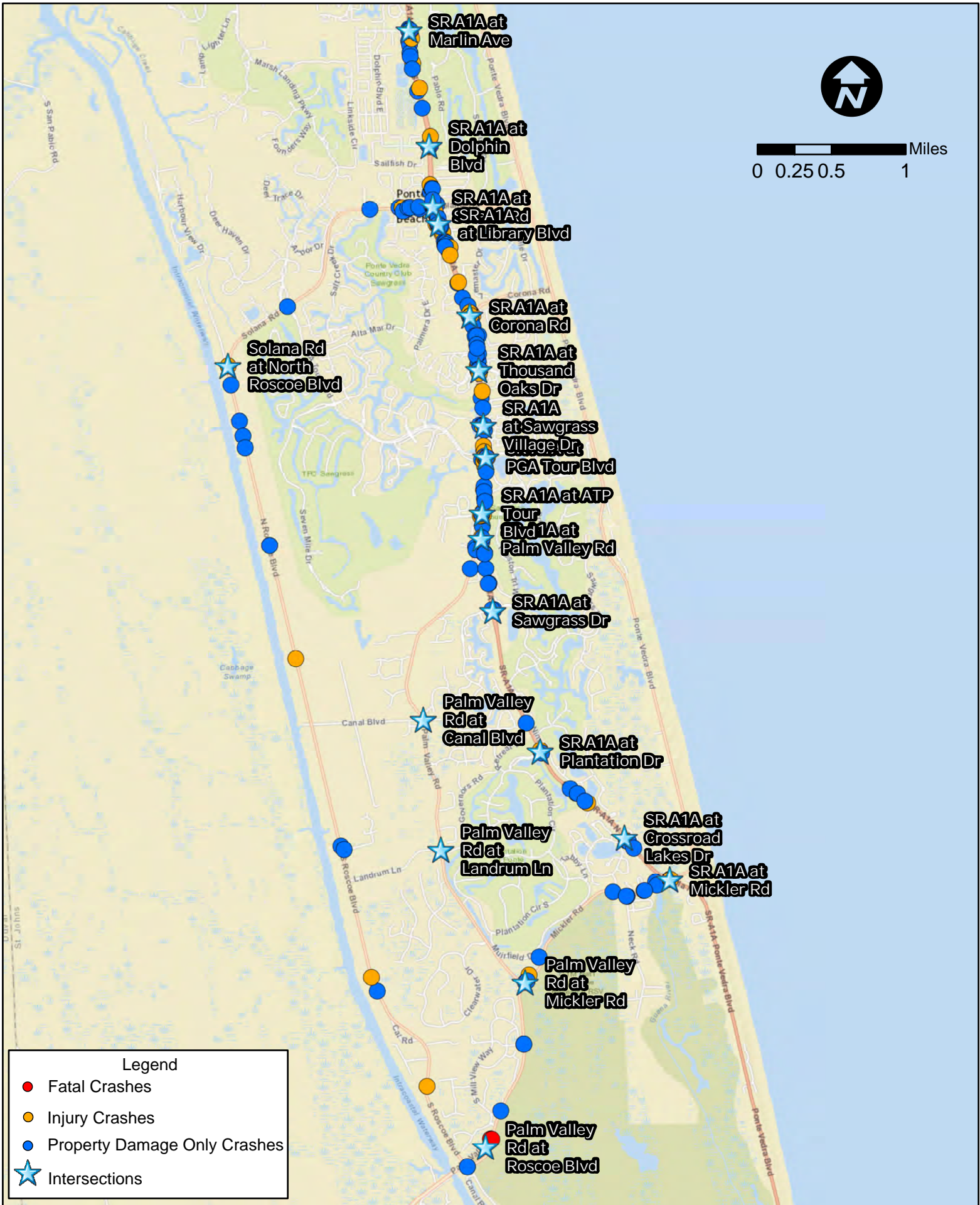
**Legend**

- Fatal Crashes
- Injury Crashes
- Property Damage Only Crashes
- ★ Intersections









**APPENDIX D: TIMING PLANS**

# FDOT, DISTRICT 2

FINANCIAL NUMBER:

PHASE(Ø) TIMING SHEET

Location: SR A1A & CR 210/Palm Valley Rd

ID#: 1 System: SR A1A  
 File Name: CR 210/Palm Valley Rd

<b>Flash</b>	No Flash Time Schedule
<b>Max 1</b>	ALL OTHER TIMES
<b>Note</b>	Rest in walk+Ped Recall during Coordination

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX1	MAX II	WLK	FDW	RECALL	Mem.
	1										
Coord Ø	2	18	2.5	4.8	2.0	40	45			Min	MxP
	3										
	4	6	3.0	4.4	2.0	20	30	9	29		
	5	4	3.0	4.8	2.0	40	45				
Coord Ø	6	18	2.5	4.8	2.0	40	45	7	24	Min	MxP
	7										
	8										

Cycle Lengths									
	1	2	3	4	5	6	7	8	9
Sec	150	150	150	110	110	130	110		

Offsets									
	Cycles								
Sec	1	2	3	4	5	6	7	8	9
1	82	20	75	102	69	4	32		
2									
3									

Day Plan Weekday			
Time	Pat	Split	Seq
0:00	Free		1
6:30	1	1	1
9:30	2	2	1
15:15	3	3	1
19:00	4	4	1
21:30	Free		1

Day Plan Weekend			
Time	Pat	Split	Seq
0:00	Free		1
7:30	5	5	1
9:30	6	6	1
19:00	7	7	1
22:00	Free		1
			1

Splits (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
<b>SPLITS</b>	1	2	3	4	5	6	7	8	9
1									
2	95	105	100	75	79	85	77		
3									
4	55	45	50	35	31	45	33		
5	16	16	15	16	16	15	16		
6	79	89	85	59	63	70	61		
7									
8									

Alternative Table MAX 2 (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
<b>SPLITS</b>	1	2	3	4	5	6	7	8	9
1									
2	88	98	93	78					
3									
4	49	39	44	39					
5	9	9	8	8					
6	72	82	78	63					
7									
8									

# FDOT, DISTRICT 2

FINANCIAL NUMBER:

PHASE(Ø) TIMING SHEET

Location: SR A1A & ATP Tour Blvd

ID#: 2 System: SR A1A  
 File Name: ATP Tour Blvd

<b>Flash</b>	No Flash Time Schedule
<b>Max 1</b>	ALL OTHER TIMES
<b>Note</b>	Rest in walk+Ped Recall during Coordination

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX1	MAX II	WLK	FDW	RECALL	Mem.
	1										
Coord Ø	2	18	2.5	4.8	2.0	40	45			Min	MxP
	3										
	4	6	3.0	3.4	2.9	30	45				
	5	4	3.0	4.8	2.0	20	45				
Coord Ø	6	18	2.5	4.8	2.0	40	45	8	31	Min	MxP
	7										
	8										

Cycle Lengths									
	1	2	3	4	5	6	7	8	9
Sec	150	150	150	110	110	130	110		

Offsets									
	Cycles								
Sec	1	2	3	4	5	6	7	8	9
1	76	2	68	71	43	107	6		
2									
3									

Day Plan Weekday			
Time	Pat	Split	Seq
0:00	Free		1
6:30	1	1	1
9:30	2	2	1
15:15	3	3	1
19:00	4	4	1
21:30	Free		1

Day Plan Weekend			
Time	Pat	Split	Seq
0:00	Free		1
7:30	5	5	1
9:30	6	6	1
19:00	7	7	1
22:00	Free		1
			1

Splits (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
<b>SPLITS</b>	1	2	3	4	5	6	7	8	9
1									
2	115	104	111	80	77	95	77		
3									
4	35	46	39	30	33	35	33		
5	23	18	18	13	13	16	15		
6	92	86	93	67	64	79	62		
7									
8									

Alternative Table MAX_2 (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
<b>SPLITS</b>	1	2	3	4	5	6	7	8	9
1									
2	108	97	104	88					
3									
4	29	40	33	29					
5	16	11	11	9					
6	85	79	86	72					
7									
8									

# FDOT, DISTRICT 2

FINANCIAL NUMBER:

PHASE(Ø) TIMING SHEET

Location: SR A1A & PGA Tour Rd/Country Club Blvd

ID#: 3

System: SR A1A

File Name: PGA Tour Rd/Country Club Blvd

<b>Flash</b>	No Flash Time Schedule
<b>Max 1</b>	ALL OTHER TIMES
<b>Note</b>	Rest in walk+Ped Recall during Coordination

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX1	MAX II	WLK	FDW	RECALL	Mem.
	1	4	3.0	4.8	2.0	20	30				
Coord Ø	2	18	2.5	4.8	2.0	40	60	7	31	Min	MxP
	3										
	4	6	3.0	3.4	3.2	30	50	7	38		
	5	4	3.0	4.8	2.0	20	30				
Coord Ø	6	18	2.5	4.8	2.0	40	60	7	30	Min	MxP
	7	4	3.0	3.4	2.5	20	30				
	8	6	3.0	3.4	3.2	30	40				

Cycle Lengths									
	1	2	3	4	5	6	7	8	9
Sec	150	150	150	110	110	130	110		

Offsets									
	Cycles								
Sec	1	2	3	4	5	6	7	8	9
1	78	143	70	12	100	48	62		
2									
3									

Day Plan Weekday			
Time	Pat	Split	Seq
0:00	Free		1
6:30	1	1	1
9:30	2	2	1
15:15	3	3	1
19:00	4	4	1
21:30	Free		1

Day Plan Weekend			
Time	Pat	Split	Seq
0:00	Free		1
7:30	5	5	1
9:30	6	6	1
19:00	7	7	1
22:00	Free		1
			1

Splits (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
SPLITS	1	2	3	4	5	6	7	8	9
1	14	16	18	14	13	15	13		
2	84	82	80	64	66	63	67		
3									
4	52	52	52	32	31	52	30		
5	32	28	28	22	18	24	20		
6	66	70	70	56	61	54	60		
7	15	16	14	16	15	15	15		
8	37	36	38	16	16	37	15		

Alternative Table MAX 2 (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
SPLITS	1	2	3	4	5	6	7	8	9
1	8	10	12	9					
2	97	81	84	74					
3									
4	27	41	36	29					
5	26	22	22	18					
6	79	69	74	65					
7	10	11	9	10					
8	12	25	22	14					

# FDOT, DISTRICT 2

FINANCIAL NUMBER:

PHASE(Ø) TIMING SHEET

Location: SR A1A & L'Atrium Dr/Sawgrass Village Dr

ID#: 4

System: SR A1A

File Name: L'Atrium Dr/Sawgrass Village Dr

<b>Flash</b>	No Flash Time Schedule
<b>Max 1</b>	ALL OTHER TIMES
<b>Note</b>	Rest in walk+Ped Recall during Coordination

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX1	MAX II	WLK	FDW	RECALL	Mem.
	1	4	3.0	4.9	2.0	20	45				
Coord Ø	2	18	2.5	4.9	2.0	40	60	7	23	Min	MxP
	3										
	4	6	3.0	3.4	3.2	30	50	7	37		
	5	4	3.0	4.8	2.0	20	45				
Coord Ø	6	18	2.5	4.9	2.0	40	60	7	27	Min	MxP
	7	4	3.0	3.4	2.4	20	45				
	8	6	3.0	3.4	3.2	30	45				

Cycle Lengths									
	1	2	3	4	5	6	7	8	9
Sec	150	150	150	110	110	130	110		

Offsets									
	Cycles								
Sec	1	2	3	4	5	6	7	8	9
1	88	142	59	7	100	41	55		
2									
3									

Day Plan Weekday			
Time	Pat	Split	Seq
0:00	Free		1
6:30	1	1	1
9:30	2	2	1
15:15	3	3	1
19:00	4	4	1
21:30	Free		1

Day Plan Weekend			
Time	Pat	Split	Seq
0:00	Free		1
7:30	5	5	1
9:30	6	6	1
19:00	7	7	1
22:00	Free		1
			1

Splits (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
SPLITS	1	2	3	4	5	6	7	8	9
1	15	14	15	14	13	15	13		
2	84	85	84	59	60	64	61		
3									
4	51	51	51	37	37	51	36		
5	16	20	15	16	15	18	15		
6	83	79	84	57	58	61	59		
7	20	28	33	20	22	22	22		
8	31	23	18	17	15	29	14		

Alternative Table MAX 2 (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
SPLITS	1	2	3	4	5	6	7	8	9
1	9	8	9	9					
2	91	84	81	69					
3									
4	32	40	42	34					
5	10	14	9	12					
6	90	78	81	66					
7	15	23	28	17					
8	12	12	9	12					

# FDOT, DISTRICT 2

FINANCIAL NUMBER:

PHASE(Ø) TIMING SHEET

Location: SR A1A & Thousand Oaks Blvd/Ocean Pl

ID#: 5

System: SR A1A

File Name: Thousand Oaks Blvd/Ocean Pl

<b>Flash</b>	No Flash Time Schedule
<b>Max 1</b>	ALL OTHER TIMES
<b>Note</b>	Rest in walk+Ped Recall during Coordination

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX1	MAX II	WLK	FDW	RECALL	Mem.
	1	4	3.0	4.8	2.0	15	30				
Coord Ø	2	18	2.5	4.8	2.0	45	30	8	21	Min	MxP
	3										
	4	6	3.0	3.4	3.2	25	30	7	33		
	5	4	3.0	4.8	2.0	15	30				
Coord Ø	6	18	2.5	4.8	2.0	45	30	7	20	Min	MxP
	7										
	8	6	3.0	3.4	3.2	25	30	10	38		

Cycle Lengths									
	1	2	3	4	5	6	7	8	9
Sec	150	150	150	110	110	130	110		

Offsets									
	Cycles								
Sec	1	2	3	4	5	6	7	8	9
1	144	58	131	76	48	100	12		
2									
3									

Day Plan Weekday			
Time	Pat	Split	Seq
0:00	Free		1
6:30	1	1	1
9:30	2	2	1
15:15	3	3	1
19:00	4	4	1
21:30	Free		1

Day Plan Weekend			
Time	Pat	Split	Seq
0:00	Free		1
7:30	5	5	1
9:30	6	6	1
19:00	7	7	1
22:00	Free		1
			1

Splits (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
SPLITS	1	2	3	4	5	6	7	8	9
1	20	14	15	15	14	14	15		
2	75	81	80	75	74	61	75		
3									
4	55	55	55	20	22	55	20		
5	14	14	15	15	14	15	15		
6	81	81	80	75	74	60	75		
7									
8	55	55	55	20	22	55	20		

Alternative Table MAX 2 (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
SPLITS	1	2	3	4	5	6	7	8	9
1	14	8	9	8					
2	99	104	107	82					
3									
4	19	20	16	22					
5	8	8	9	9					
6	105	104	107	81					
7									
8	19	20	16	22					

# FDOT, DISTRICT 2

FINANCIAL NUMBER:

PHASE(Ø) TIMING SHEET

Location: SR A1A & Executive Way/School Ent

ID#: 6 System: SR A1A  
 File Name: Executive Way/School Ent

<b>Flash</b>	No Flash Time Schedule
<b>Max 1</b>	ALL OTHER TIMES
<b>Note</b>	Rest in walk+Ped Recall during Coordination

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX1	MAX II	WLK	FDW	RECALL	Mem.
	1	4	3.0	4.8	2.0	20	45				
Coord Ø	2	18	2.5	4.8	2.0	40	45	8	22	Min	MxP
	3										
	4	6	3.0	3.4	2.9	30	45	7	33		
	5	4	3.0	4.8	2.0	20	45				
Coord Ø	6	18	2.5	4.8	2.0	40	45	7	21	Min	MxP
	7	4	3.0	3.4	2.2	30	45				
	8	6	3.0	3.4	3.0	30	45				

Cycle Lengths									
	1	2	3	4	5	6	7	8	9
Sec	150	150	150	110	110	130	110		

Offsets									
	Cycles								
Sec	1	2	3	4	5	6	7	8	9
1	5	70	118	58	40	102	16		
2									
3									

Day Plan Weekday			
Time	Pat	Split	Seq
0:00	Free		1
6:30	1	1	1
9:30	2	2	1
15:15	3	3	1
19:00	4	4	1
21:30	Free		1

Day Plan Weekend			
Time	Pat	Split	Seq
0:00	Free		1
7:30	5	5	1
9:30	6	6	1
19:00	7	7	1
22:00	Free		1
			1

Splits (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
SPLITS	1	2	3	4	5	6	7	8	9
1	15	16	15	14	15	14	13		
2	88	87	88	64	61	69	64		
3									
4	47	47	47	32	34	47	33		
5	26	14	15	14	13	14	13		
6	77	89	88	64	63	69	64		
7	21	14	15	14	12	13	12		
8	26	33	32	18	22	34	21		

Alternative Table MAX_2 (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
SPLITS	1	2	3	4	5	6	7	8	9
1	9	10	9	8					
2	92	91	95	81					
3									
4	31	31	28	23					
5	20	8	9	8					
6	81	93	95	81					
7	16	9	10	8					
8	10	17	13	10					



# FDOT, DISTRICT 2

FINANCIAL NUMBER:

PHASE(Ø) TIMING SHEET

Location: SR A1A & Corona Rd (CR 210)/Summerfield Dr

ID#: 7

System: SR A1A

File Name: Corona Rd (CR 210)/Summerfield Dr

<b>Flash</b>	No Flash Time Schedule
<b>Max 1</b>	ALL OTHER TIMES
<b>Note</b>	Rest in walk+Ped Recall during Coordination

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX1	MAX II	WLK	FDW	RECALL	Mem.
	1	4	3.0	4.9	2.0	20	45				
Coord Ø	2	18	2.5	4.9	2.0	40	45	7	16	Min	MxP
	3										
	4	6	3.0	3.4	3.2	30	45	7	38		
	5	4	3.0	4.9	2.0	20	45				
Coord Ø	6	18	2.5	4.9	2.0	40	45	7	22	Min	MxP
	7					30	45				
	8	6	3.0	3.4	3.2						

Cycle Lengths									
	1	2	3	4	5	6	7	8	9
Sec	150	150	150	110	110	130	110		

Offsets									
	Cycles								
Sec	1	2	3	4	5	6	7	8	9
1	2	58	118	65	44	101	3		
2									
3									

Day Plan Weekday			
Time	Pat	Split	Seq
0:00	Free		1
6:30	1	1	1
9:30	2	2	1
15:15	3	3	1
19:00	4	4	1
21:30	Free		1

Day Plan Weekend			
Time	Pat	Split	Seq
0:00	Free		1
7:30	5	5	1
9:30	6	6	1
19:00	7	7	1
22:00	Free		1
			1

Splits (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
SPLITS	1	2	3	4	5	6	7	8	9
1	21	17	23	18	20	18	19		
2	77	81	75	67	63	60	65		
3									
4	52	52	52	25	27	52	26		
5	14	14	15	14	15	14	13		
6	84	84	83	71	68	64	71		
7									
8	52	52	52	25	27	52	26		

Alternative Table MAX 2 (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
SPLITS	1	2	3	4	5	6	7	8	9
1	15	11	17	12					
2	89	93	90	74					
3									
4	28	28	25	26					
5	8	8	9	8					
6	96	96	98	78					
7									
8	28	28	25	26					

## FDOT, DISTRICT 2

FINANCIAL NUMBER:

PHASE(Ø) TIMING SHEET

Location: SR A1A & Library Blvd

ID#: 8 System: SR A1A  
 File Name: Library Blvd

<b>Flash</b>	No Flash Time Schedule
<b>Max 1</b>	ALL OTHER TIMES
<b>Note</b>	Rest in walk+Ped Recall during Coordination

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX1	MAX II	WLK	FDW	RECALL	Mem.
	1	4	3.0	4.8	2.0						
	2	18	4.0	4.8	2.0			7	8	Min	MxP
	3										
	4	6	3.0	3.7	2.5			7	32		
	5	4	3.0	4.8	2.0						
Coord Ø	6	18	4.0	4.8	2.0			7	24	Min	MxP
	7										
	8	6	3.0	3.7	2.4			7	34		

Splits (Seconds)									
Patterns									
	1	2	3	4	5	6	7	8	9
<b>SPLITS</b>	1	2	3	4	5	6	7	8	9
1	15	15	15	15	15	15	15		
2	98	100	100	63	61	80	62		
3									
4	22	20	20	17	19	20	18		
5	23	21	23	20	20	22	20		
6	90	94	92	58	56	73	57		
7									
8	15	15	15	15	15	15	15		

Cycle Lengths									
	1	2	3	4	5	6	7	8	9
<b>Sec</b>	150	150	150	110	110	130	110		

Offsets									
Cycles									
Sec	1	2	3	4	5	6	7	8	9
1	60	145	49	6	91	23	59		
2									
3									

Day Plan Weekday			
Time	Pat	Split	Seq
0:00	Free		1
6:30	1	1	1
9:30	2	2	1
15:15	3	3	1
19:00	4	4	1
21:30	Free		1

Day Plan Weekend			
Time	Pat	Split	Seq
0:00	Free		1
7:30	5	5	1
9:30	6	6	1
19:00	7	7	1
22:00	Free		1
			1

# FDOT, DISTRICT 2

FINANCIAL NUMBER:

PHASE(Ø) TIMING SHEET

Location: SR A1A & Solana Rd

ID#: 9 System: SR A1A  
 File Name: Solana Rd

<b>Flash</b>	No Flash Time Schedule
<b>Max 1</b>	ALL OTHER TIMES
<b>Note</b>	Rest in walk+Ped Recall during Coordination

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX1	MAX II	WLK	FDW	RECALL	Mem.
	1	5	3.0	4.8	2.0	20	15				
Coord Ø	2	18	4.0	4.8	2.0	50	65			Min	MxP
	3										
	4										
	5	5	3.0	4.8	2.0	20	15				
Coord Ø	6	18	4.0	4.8	2.0	50	65	7	17	Min	MxP
	7	6	3.0	3.4	3.0	40	20				
	8	6	3.0	4.0	2.3	30	22	7	32		

Cycle Lengths									
	1	2	3	4	5	6	7	8	9
Sec	150	150	150	110	110	130	110	150	150

Offsets									
	Cycles								
Sec	1	2	3	4	5	6	7	8	9
1	52	134	39	106	81	14	49	52	39
2									
3									

Day Plan Weekday			
Time	Pat	Split	Seq
0:00	Free		1
6:30	1	1	2
7:45	8	8	2
8:45	1	1	2
9:30	2	2	3
14:30	3	3	3
16:15	9	9	3
18:15	3	3	3
19:00	4	4	2
21:30	Free		1

Day Plan Weekend			
Time	Pat	Split	Seq
0:00	Free		1
7:30	5	5	2
9:30	6	6	6
19:00	7	7	2
22:00	Free		1

Splits (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
SPLITS	1	2	3	4	5	6	7	8	9
1	21	21	19	20	19	18	20	21	20
2	61	58	62	47	47	45	49	75	78
3									
4									
5	15	15	14	15	16	16	15	15	14
6	67	64	67	52	50	47	54	81	84
7	22	25	23	21	22	21	20	22	21
8	46	46	46	22	22	46	21	32	31

Alternative Table MAX_2 (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
SPLITS	1	2	3	4	5	6	7	8	9
1	15	15	14	12					
2	69	69	72	57					
3									
4									
5	9	9	8	10					
6	75	75	78	59					
7	16	19	15	15					
8	26	23	25	22					

# FDOT, DISTRICT 2

FINANCIAL NUMBER:

PHASE(Ø) TIMING SHEET

Location: SR A1A & Marlin Ave

ID#: 10 System: SR A1A  
 File Name: Marlin Ave

<b>Flash</b>	No Flash Time Schedule
<b>Max 1</b>	ALL OTHER TIMES
<b>Note</b>	Rest in walk+Ped Recall during Coordination

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX1	MAX II	WLK	FDW	RECALL	Mem.
	1										
Coord Ø	2	18	2.5	4.8	2.0	40	30			Min	MxP
	3										
	4	6	3.0	3.4	3.3	25	30				
	5	4	3.0	4.8	2.0	15	30				
Coord Ø	6	18	2.5	4.8	2.0	40	30	7	16	Min	MxP
	7										
	8										

Cycle Lengths									
	1	2	3	4	5	6	7	8	9
Sec	150	150	150	110	110	130	110		

Offsets									
	Cycles								
Sec	1	2	3	4	5	6	7	8	9
1	75	65	124	24	103	39	63		
2									
3									

Day Plan Weekday			
Time	Pat	Split	Seq
0:00	Free		1
6:30	1	1	1
9:30	2	2	1
15:15	3	3	1
19:00	4	4	1
21:30	Free		1

Day Plan Weekend			
Time	Pat	Split	Seq
0:00	Free		1
7:30	5	5	1
9:30	6	6	1
19:00	7	7	1
22:00	Free		1
			1

Splits (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
<b>SPLITS</b>	1	2	3	4	5	6	7	8	9
1									
2	125	124	126	90	90	105	89		
3									
4	25	26	24	20	20	25	21		
5	14	15	15	13	15	14	13		
6	111	109	111	77	75	91	76		
7									
8									

Alternative Table MAX 2 (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
<b>SPLITS</b>	1	2	3	4	5	6	7	8	9
1									
2	118	117	119	98					
3									
4	18	19	17	18					
5	7	8	8	7					
6	104	102	104	84					
7									
8									

# FDOT, DISTRICT 2

FINANCIAL NUMBER:

PHASE(Ø) TIMING SHEET

Location: SR A1A & Ponte Vedra Lakes Blvd

ID#: 11

System: SR A1A

File Name: Ponte Vedra Lakes Blvd

<b>Flash</b>	No Flash Time Schedule
<b>Max 1</b>	ALL OTHER TIMES
<b>Note</b>	Rest in walk+Ped Recall during Coordination

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX1	MAX II	WLK	FDW	RECALL	Mem.
	1										
Coord Ø	2	18	2.5	4.8	2.0	40	45			Min	MxP
	3										
	4	6	3.0	3.4	3.2	25	45				
	5	4	3.0	4.8	2.0	15	45				
Coord Ø	6	18	2.5	4.8	2.0	40	45	7	15	Min	MxP
	7										
	8										

Cycle Lengths									
	1	2	3	4	5	6	7	8	9
Sec	150	150	150	110	110	130	110		

Offsets									
	Cycles								
Sec	1	2	3	4	5	6	7	8	9
1	60	10	105	18	103	27	22		
2									
3									

Day Plan Weekday			
Time	Pat	Split	Seq
0:00	Free		1
6:30	1	1	1
9:30	2	2	1
15:15	3	3	1
19:00	4	4	1
21:30	Free		1

Day Plan Weekend			
Time	Pat	Split	Seq
0:00	Free		1
7:30	5	5	1
9:30	6	6	1
19:00	7	7	1
22:00	Free		1
			1

Splits (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
SPLITS	1	2	3	4	5	6	7	8	9
1									
2	119	126	124	90	90	105	90		
3									
4	31	24	26	20	20	25	20		
5	18	20	16	14	14	18	15		
6	101	106	108	76	76	87	75		
7									
8									

Alternative Table MAX_2 (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
SPLITS	1	2	3	4	5	6	7	8	9
1									
2	112	119	119	98					
3									
4	24	17	19	18					
5	11	13	9	11					
6	94	99	101	80					
7									
8									

# FDOT, DISTRICT 2

FINANCIAL NUMBER:

PHASE(Ø) TIMING SHEET

Location: SR A1A & Marsh Landing Pkwy

ID#: 12

System: SR A1A

File Name: Marsh Landing Pkwy

<b>Flash</b>	No Flash Time Schedule
<b>Max 1</b>	ALL OTHER TIMES
<b>Note</b>	Rest in walk+Ped Recall during Coordination

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX1	MAX II	WLK	FDW	RECALL	Mem.
	1	4	3.0	4.8	2.0	20					
Coord Ø	2	18	2.5	4.8	2.0	45		7	19	Min	MxP
	3										
	4										
	5										
Coord Ø	6	18	2.5	4.8	2.0	45				Min	MxP
	7										
	8	6	3.0	3.4	3.4	25					

Cycle Lengths									
	1	2	3	4	5	6	7	8	9
Sec	150	150	150	110	110	130	110		

Offsets									
	Cycles								
Sec	1	2	3	4	5	6	7	8	9
1	76	142	56	91	56	116	28		
2									
3									

Day Plan Weekday			
Time	Pat	Split	Seq
0:00	Free		1
6:30	1	1	1
9:30	2	2	1
15:15	3	3	1
19:00	4	4	1
21:30	Free		1

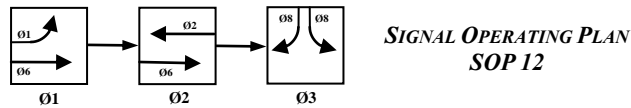
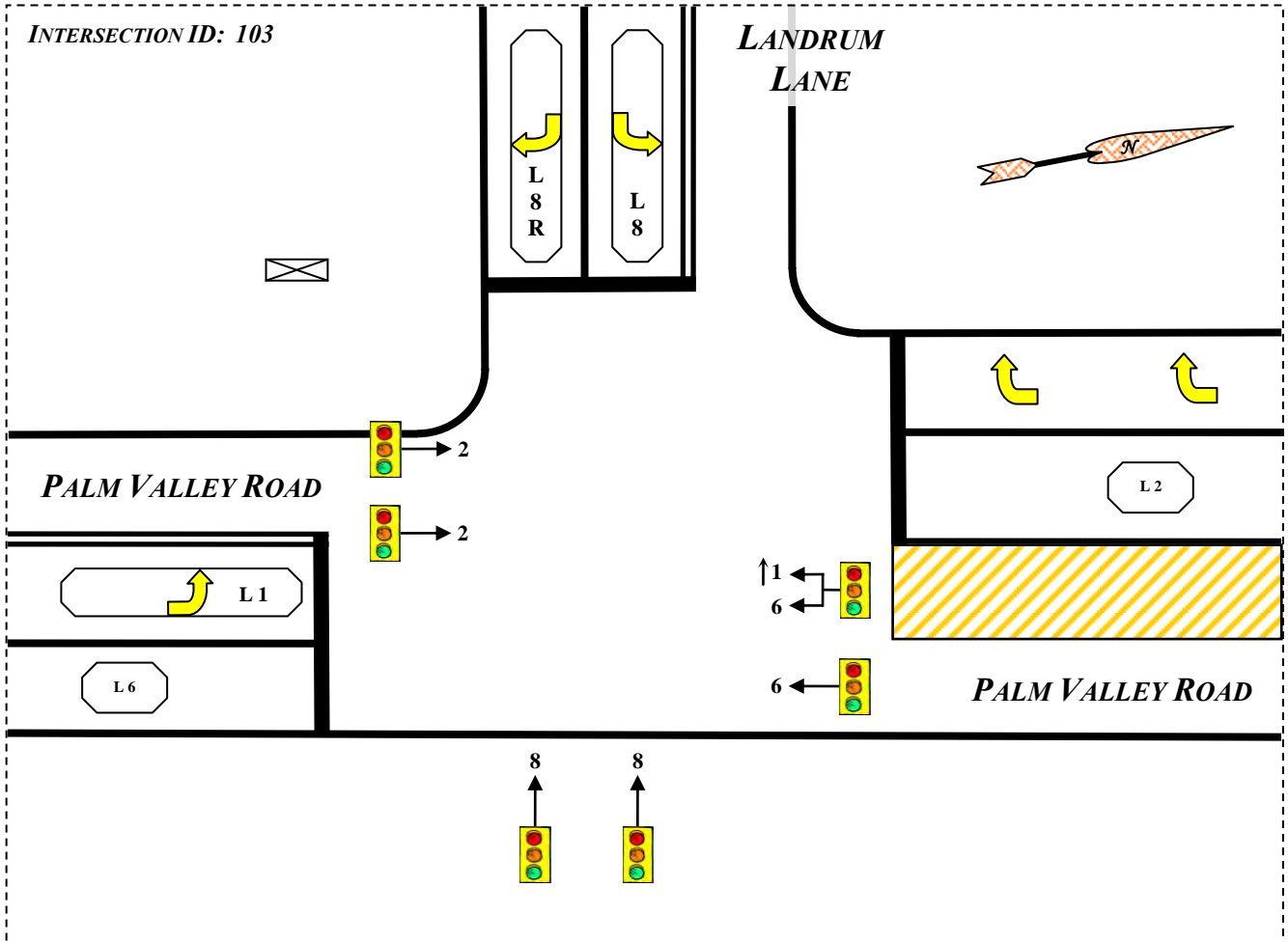
Day Plan Weekend			
Time	Pat	Split	Seq
0:00	Free		1
7:30	5	5	1
9:30	6	6	1
19:00	7	7	1
22:00	Free		1
			1

Splits (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
SPLITS	1	2	3	4	5	6	7	8	9
1	27	28	26	21	23	36	21		
2	98	67	79	55	57	54	55		
3									
4									
5									
6	125	95	105	76	80	90	76		
7									
8	25	55	45	34	30	40	34		

Alternative Table MAX 2 (Seconds)									
	Patterns								
	1	2	3	4	5	6	7	8	9
SPLITS	1	2	3	4	5	6	7	8	9
1	20	21	19	29					
2	91	60	72	47					
3									
4									
5									
6	118	88	98	83					
7									
8	18	48	38	33					

# PALM VALLEY ROAD AT LANDRUM LANE

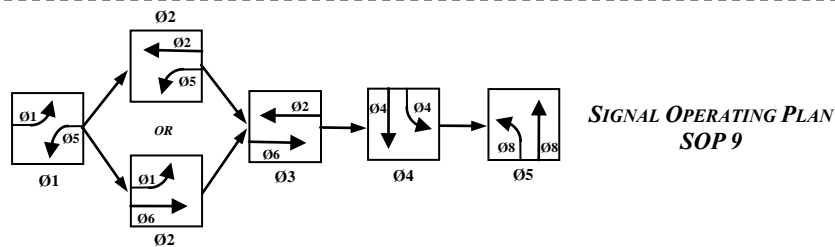
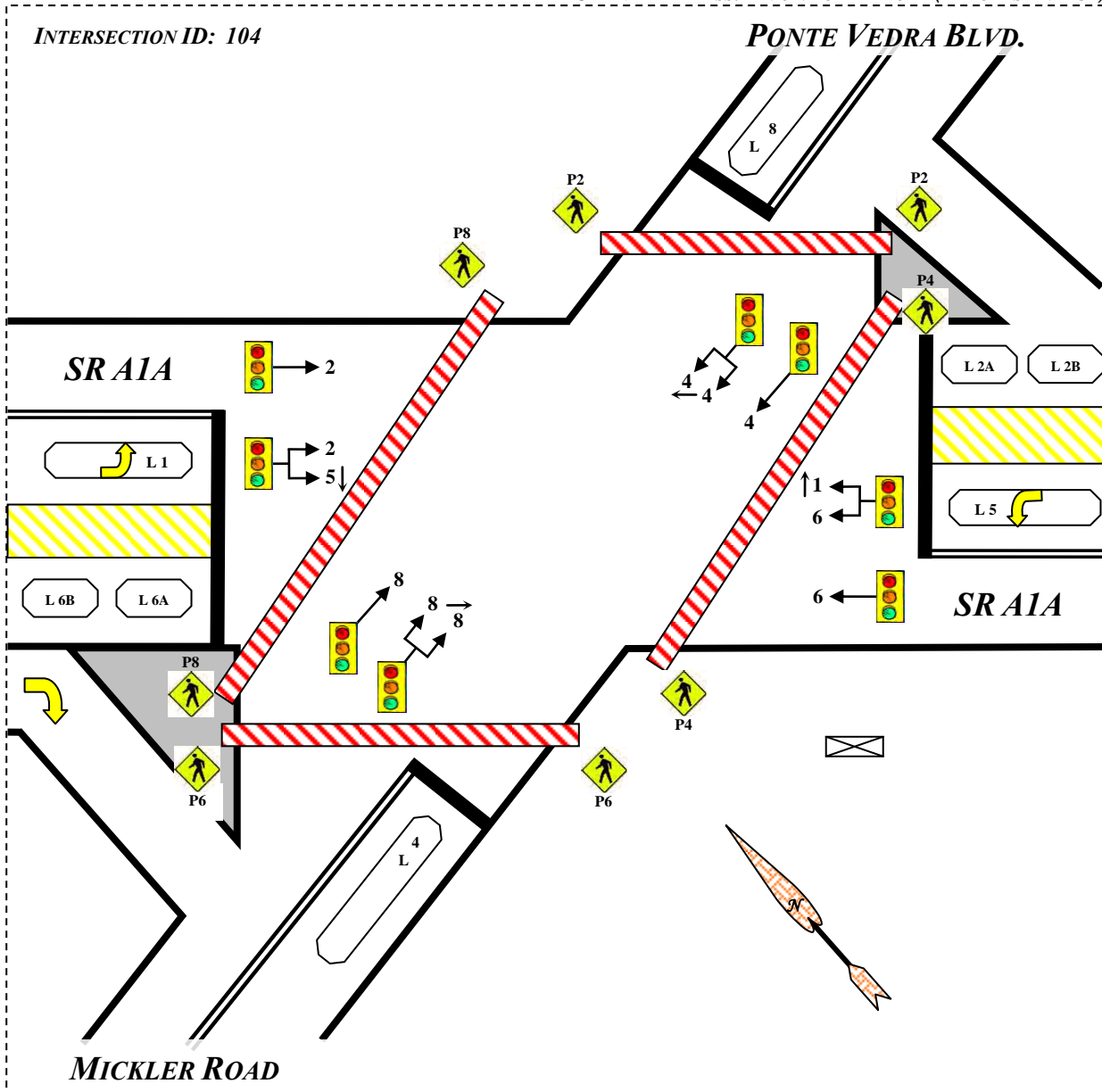
CABINET ADDRESS: 4408-1 PALM VALLEY ROAD (BEACHES ENERGY)



TIMING FUNCTION	Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
MINIMUM GREEN (INITIAL)	8	16	---	---	---	16	---	8
EXTENSION (PASSAGE)	3.0	4.0	---	---	---	4.0	---	3.0
MAX GREEN 1	20	40	---	---	---	40	---	25
YELLOW CLEAR	4.4	4.4	---	---	---	4.4	---	4.0
ALL RED	2.0	2.0	---	---	---	2.0	---	2.0
PED WALK	---	---	---	---	---	---	---	---
PED CLEAR	---	---	---	---	---	---	---	---

# SR A1A NORTH AT MICKLER ROAD

CABINET ADDRESS: 4495 MICKLER ROAD (BEACHES ENERGY)



TIMING FUNCTION	Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
MINIMUM GREEN (INITIAL)	4.0	18	---	6.0	4.0	18	--	6.0
EXTENSION (PASSAGE)	3.0	2.5	---	3.0	3.0	2.5	---	3.0
MAX GREEN 1	15	50	---	45	15	50	---	25
YELLOW CLEAR	4.8	4.8	---	4.0	4.8	4.8	---	3.7
ALL RED	2.0	2.0	---	2.0	2.0	2.0	---	2.1
PED WALK	---	7	---	7	---	7	---	7
PED CLEAR	---	11	---	16	---	14	---	15



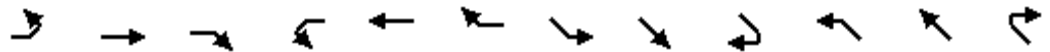
**APPENDIX E: SYNCHRO**

## **Signalized Existing AM Reports**

# HCM Signalized Intersection Capacity Analysis

## 11: SR A1A & Mickler Rd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕		↗	↖	↗	↖	↗	↖
Traffic Volume (vph)	493	67	49	4	52	11	21	176	379	72	193	19
Future Volume (vph)	493	67	49	4	52	11	21	176	379	72	193	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			5.8		6.8	6.8	6.8	6.8	6.8	
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.99			0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected		0.96			1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1771			1816		1770	1863	1583	1770	1838	
Flt Permitted		0.96			1.00		0.46	1.00	1.00	0.50	1.00	
Satd. Flow (perm)		1771			1816		850	1863	1583	924	1838	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	580	79	58	5	61	13	25	207	446	85	227	22
RTOR Reduction (vph)	0	2	0	0	6	0	0	0	354	0	3	0
Lane Group Flow (vph)	0	715	0	0	73	0	25	207	92	85	246	0
Turn Type	Split	NA		Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases							6		6	2		
Actuated Green, G (s)		44.8			7.8		23.5	21.2	21.2	25.3	22.1	
Effective Green, g (s)		44.8			7.8		23.5	21.2	21.2	25.3	22.1	
Actuated g/C Ratio		0.44			0.08		0.23	0.21	0.21	0.25	0.22	
Clearance Time (s)		6.0			5.8		6.8	6.8	6.8	6.8	6.8	
Vehicle Extension (s)		3.0			3.0		3.0	2.5	2.5	3.0	2.5	
Lane Grp Cap (vph)		774			138		215	385	327	254	396	
v/s Ratio Prot		c0.40			c0.04		0.00	0.11		c0.01	c0.13	
v/s Ratio Perm							0.02		0.06	0.07		
v/c Ratio		0.92			0.53		0.12	0.54	0.28	0.33	0.62	
Uniform Delay, d1		27.2			45.5		31.0	36.2	34.2	31.3	36.4	
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		16.5			3.6		0.2	1.1	0.3	0.8	2.6	
Delay (s)		43.7			49.1		31.2	37.4	34.5	32.1	39.0	
Level of Service		D			D		C	D	C	C	D	
Approach Delay (s)		43.7			49.1			35.3			37.2	
Approach LOS		D			D			D			D	

### Intersection Summary

HCM 2000 Control Delay	39.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	102.4	Sum of lost time (s)	25.4
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 34: SR A1A & Palm Valley Rd

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	617	26	30	1013	778	443
Future Volume (vph)	617	26	30	1013	778	443
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4		6.8	6.8	6.8	6.4
Lane Util. Factor	0.97		1.00	0.95	0.95	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	0.95		0.95	1.00	1.00	1.00
Satd. Flow (prot)	3427		1770	3539	3539	1583
Flt Permitted	0.95		0.26	1.00	1.00	1.00
Satd. Flow (perm)	3427		477	3539	3539	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	678	29	33	1113	855	487
RTOR Reduction (vph)	2	0	0	0	0	82
Lane Group Flow (vph)	705	0	33	1113	855	405
Turn Type	Prot		pm+pt	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Actuated Green, G (s)	38.0		98.8	98.8	86.6	124.6
Effective Green, g (s)	38.0		98.8	98.8	86.6	124.6
Actuated g/C Ratio	0.25		0.66	0.66	0.58	0.83
Clearance Time (s)	6.4		6.8	6.8	6.8	6.4
Vehicle Extension (s)	3.0		3.0	2.5	2.5	3.0
Lane Grp Cap (vph)	868		360	2331	2043	1314
v/s Ratio Prot	c0.21		0.00	c0.31	0.24	0.08
v/s Ratio Perm			0.06			0.18
v/c Ratio	0.81		0.09	0.48	0.42	0.31
Uniform Delay, d1	52.6		10.5	12.7	17.7	2.9
Progression Factor	1.00		1.00	1.00	0.85	0.00
Incremental Delay, d2	5.8		0.1	0.7	0.5	0.1
Delay (s)	58.5		10.6	13.5	15.6	0.1
Level of Service	E		B	B	B	A
Approach Delay (s)	58.5			13.4	10.0	
Approach LOS	E			B	B	

### Intersection Summary

HCM 2000 Control Delay	21.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 35: SR A1A & ATP Tour Blvd

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	177	85	94	1536	1136	186
Future Volume (vph)	177	85	94	1536	1136	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.16	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	293	3539	3539	1583
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	199	96	106	1726	1276	209
RTOR Reduction (vph)	0	82	0	0	0	31
Lane Group Flow (vph)	199	14	106	1726	1276	178
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	22.1	22.1	114.8	114.8	100.1	100.1
Effective Green, g (s)	22.1	22.1	114.8	114.8	100.1	100.1
Actuated g/C Ratio	0.15	0.15	0.77	0.77	0.67	0.67
Clearance Time (s)	6.3	6.3	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	260	233	302	2708	2361	1056
v/s Ratio Prot	c0.11		0.02	c0.49	0.36	
v/s Ratio Perm		0.01	0.25			0.11
v/c Ratio	0.77	0.06	0.35	0.64	0.54	0.17
Uniform Delay, d1	61.5	55.0	8.4	8.1	13.0	9.4
Progression Factor	1.00	1.00	1.09	1.43	1.54	2.23
Incremental Delay, d2	12.6	0.1	0.6	1.0	0.7	0.3
Delay (s)	74.0	55.1	9.7	12.5	20.7	21.1
Level of Service	E	E	A	B	C	C
Approach Delay (s)	67.9			12.3	20.8	
Approach LOS	E			B	C	

### Intersection Summary

HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 39: SR A1A & PGA Tour Blvd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	26	223	32	16	73	242	1425	18	50	1236	64
Future Volume (vph)	79	26	223	32	16	73	242	1425	18	50	1236	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	6.6			6.6	6.8	6.8	6.8	6.8	6.8	6.8	5.9
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.87			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1613			1803	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.46	1.00			0.65	1.00	0.11	1.00	1.00	0.13	1.00	1.00
Satd. Flow (perm)	851	1613			1207	1583	208	3539	1583	236	3539	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	84	28	237	34	17	78	257	1516	19	53	1315	68
RTOR Reduction (vph)	0	196	0	0	0	69	0	0	7	0	0	64
Lane Group Flow (vph)	84	69	0	0	51	9	257	1516	12	53	1315	4
Turn Type	pm+pt	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Over
Protected Phases	7	4			8	1	5	2		1	6	7
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	25.8	25.8			10.1	17.0	110.8	97.1	97.1	90.0	83.1	9.8
Effective Green, g (s)	25.8	25.8			10.1	17.0	110.8	97.1	97.1	90.0	83.1	9.8
Actuated g/C Ratio	0.17	0.17			0.07	0.11	0.74	0.65	0.65	0.60	0.55	0.07
Clearance Time (s)	5.9	6.6			6.6	6.8	6.8	6.8	6.8	6.8	6.8	5.9
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	2.5	2.5	3.0	2.5	3.0
Lane Grp Cap (vph)	206	277			81	179	371	2290	1024	212	1960	103
v/s Ratio Prot	c0.03	0.04				0.00	c0.10	c0.43		0.01	0.37	0.00
v/s Ratio Perm	0.04				c0.04	0.00	c0.41		0.01	0.14		
v/c Ratio	0.41	0.25			0.63	0.05	0.69	0.66	0.01	0.25	0.67	0.04
Uniform Delay, d1	54.1	53.7			68.1	59.3	26.6	16.3	9.4	14.2	23.7	65.7
Progression Factor	1.00	1.00			1.00	1.00	1.83	0.56	1.00	0.73	0.64	1.00
Incremental Delay, d2	1.3	0.5			14.3	0.1	4.3	1.2	0.0	0.5	1.6	0.1
Delay (s)	55.4	54.2			82.5	59.4	53.1	10.3	9.4	10.9	16.7	65.9
Level of Service	E	D			F	E	D	B	A	B	B	E
Approach Delay (s)		54.5			68.5			16.4			18.9	
Approach LOS		D			E			B			B	

### Intersection Summary

HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.1
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 44: SR A1A & Sawgrass Village Dr

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗			↖	↗	↘	↕	↗	↘	↕	↗
Traffic Volume (vph)	110	4	33	47	5	100	57	1509	11	34	1270	235
Future Volume (vph)	110	4	33	47	5	100	57	1509	11	34	1270	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	6.6			6.6	6.9	6.8	6.9	6.9	6.9	6.9	5.8
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.87			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1612			1782	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.46	1.00			0.72	1.00	0.14	1.00	1.00	0.09	1.00	1.00
Satd. Flow (perm)	854	1612			1337	1583	265	3539	1583	161	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	116	4	35	49	5	105	60	1588	12	36	1337	247
RTOR Reduction (vph)	0	28	0	0	0	83	0	0	5	0	0	69
Lane Group Flow (vph)	116	11	0	0	54	22	60	1588	7	36	1337	178
Turn Type	pm+pt	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4			8	1	5	2		1	6	7
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)	29.8	29.8			10.1	16.6	99.3	93.3	93.3	100.4	93.9	107.8
Effective Green, g (s)	29.8	29.8			10.1	16.6	99.3	93.3	93.3	100.4	93.9	107.8
Actuated g/C Ratio	0.20	0.20			0.07	0.11	0.66	0.62	0.62	0.67	0.63	0.72
Clearance Time (s)	5.8	6.6			6.6	6.9	6.8	6.9	6.9	6.9	6.9	5.8
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	2.5	2.5	3.0	2.5	3.0
Lane Grp Cap (vph)	254	320			90	175	235	2201	984	177	2215	1137
v/s Ratio Prot	c0.04	0.01				0.01	c0.01	c0.45		0.01	0.38	0.01
v/s Ratio Perm	0.05				c0.04	0.01	0.16		0.00	0.13		0.10
v/c Ratio	0.46	0.03			0.60	0.13	0.26	0.72	0.01	0.20	0.60	0.16
Uniform Delay, d1	51.7	48.5			68.0	60.2	12.1	19.4	10.8	15.3	16.9	6.7
Progression Factor	1.00	1.00			1.00	1.00	0.34	0.47	1.00	0.85	1.05	5.05
Incremental Delay, d2	1.3	0.0			10.3	0.3	0.5	1.6	0.0	0.5	1.1	0.1
Delay (s)	53.0	48.5			78.3	60.5	4.6	10.8	10.8	13.5	18.8	33.8
Level of Service	D	D			E	E	A	B	B	B	B	C
Approach Delay (s)		51.8			66.5			10.6			20.9	
Approach LOS		D			E			B			C	






















Intersection Summary

HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.2
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
48: SR A1A & Thousand Oaks Dr

04/04/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	0	60	29	0	67	15	1705	14	104	1450	25
Future Volume (vph)	83	0	60	29	0	67	15	1705	14	104	1450	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.6		6.6	6.6		6.8	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.94		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1708		1770	1583		1770	3539	1583	1770	3539	1583
Flt Permitted		0.78		0.60	1.00		0.15	1.00	1.00	0.07	1.00	1.00
Satd. Flow (perm)		1372		1116	1583		271	3539	1583	133	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	87	0	63	31	0	71	16	1795	15	109	1526	26
RTOR Reduction (vph)	0	70	0	0	64	0	0	0	4	0	0	6
Lane Group Flow (vph)	0	80	0	31	7	0	16	1795	11	109	1526	20
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		14.1		14.1	14.1		107.6	105.2	105.2	122.5	113.3	113.3
Effective Green, g (s)		14.1		14.1	14.1		107.6	105.2	105.2	122.5	113.3	113.3
Actuated g/C Ratio		0.09		0.09	0.09		0.72	0.70	0.70	0.82	0.76	0.76
Clearance Time (s)		6.6		6.6	6.6		6.8	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)		3.0		3.0	3.0		3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)		128		104	148		218	2482	1110	223	2673	1195
v/s Ratio Prot					0.00		0.00	c0.51		c0.03	c0.43	
v/s Ratio Perm		c0.06		0.03			0.05		0.01	0.36		0.01
v/c Ratio		0.63		0.30	0.05		0.07	0.72	0.01	0.49	0.57	0.02
Uniform Delay, d1		65.4		63.3	61.8		6.8	13.6	6.7	17.7	7.9	4.5
Progression Factor		1.00		1.00	1.00		0.46	1.15	1.00	2.22	0.91	1.00
Incremental Delay, d2		9.2		1.6	0.1		0.1	1.4	0.0	1.3	0.7	0.0
Delay (s)		74.6		64.9	62.0		3.2	17.0	6.7	40.7	7.9	4.6
Level of Service		E		E	E		A	B	A	D	A	A
Approach Delay (s)		74.6			62.9			16.8			10.0	
Approach LOS		E			E			B			A	

Intersection Summary

HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 53: SR A1A & Corona Rd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↕	↕	↕	↕↕	↕
Traffic Volume (vph)	13	5	14	160	2	144	10	1645	158	77	1508	7
Future Volume (vph)	13	5	14	160	2	144	10	1645	158	77	1508	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.6			6.6	6.6	6.9	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.94			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1716			1775	1583	1770	3539	1583	1770	3539	1425
Flt Permitted		0.85			0.70	1.00	0.11	1.00	1.00	0.06	1.00	1.00
Satd. Flow (perm)		1486			1311	1583	208	3539	1583	118	3539	1425
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	14	5	15	168	2	152	11	1732	166	81	1587	7
RTOR Reduction (vph)	0	12	0	0	0	107	0	0	60	0	0	2
Lane Group Flow (vph)	0	22	0	0	170	45	11	1732	106	81	1587	5
Parking (#/hr)												0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)		25.1			25.1	25.1	98.3	95.9	95.9	110.7	102.1	102.1
Effective Green, g (s)		25.1			25.1	25.1	98.3	95.9	95.9	110.7	102.1	102.1
Actuated g/C Ratio		0.17			0.17	0.17	0.66	0.64	0.64	0.74	0.68	0.68
Clearance Time (s)		6.6			6.6	6.6	6.9	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)		3.0			3.0	3.0	3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)		248			219	264	161	2262	1012	181	2408	969
v/s Ratio Prot							0.00	c0.49		c0.03	c0.45	
v/s Ratio Perm		0.01			c0.13	0.03	0.04		0.07	0.30		0.00
v/c Ratio		0.09			0.78	0.17	0.07	0.77	0.10	0.45	0.66	0.00
Uniform Delay, d1		52.8			59.8	53.5	11.8	19.1	10.5	20.1	13.9	7.7
Progression Factor		1.00			1.00	1.00	0.69	0.34	0.36	1.00	1.00	1.00
Incremental Delay, d2		0.2			15.7	0.3	0.1	1.8	0.2	1.8	1.4	0.0
Delay (s)		52.9			75.5	53.8	8.2	8.4	3.9	21.8	15.3	7.7
Level of Service		D			E	D	A	A	A	C	B	A
Approach Delay (s)		52.9			65.3			8.0			15.6	
Approach LOS		D			E			A			B	

### Intersection Summary

HCM 2000 Control Delay	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	82.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 24: SR A1A & Library Blvd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	0	151	0	0	2	73	1571	0	1	1591	67
Future Volume (vph)	19	0	151	0	0	2	73	1571	0	1	1591	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2		6.2		6.1		6.8	6.8		6.8	6.8	6.8
Lane Util. Factor	1.00		1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00		0.85		0.86		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95		1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770		1583		1611		1770	3539		1770	3539	1583
Flt Permitted	0.95		1.00		1.00		0.07	1.00		0.10	1.00	1.00
Satd. Flow (perm)	1770		1583		1611		124	3539		183	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	20	0	156	0	0	2	75	1620	0	1	1640	69
RTOR Reduction (vph)	0	0	144	0	2	0	0	0	0	0	0	29
Lane Group Flow (vph)	20	0	12	0	0	0	75	1620	0	1	1640	40
Turn Type	Prot		Prot		NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4		4		8		5	2		1	6	
Permitted Phases				8			2			6		6
Actuated Green, G (s)	7.2		7.2		1.0		65.7	59.9		55.9	55.0	55.0
Effective Green, g (s)	7.2		7.2		1.0		65.7	59.9		55.9	55.0	55.0
Actuated g/C Ratio	0.08		0.08		0.01		0.69	0.63		0.59	0.58	0.58
Clearance Time (s)	6.2		6.2		6.1		6.8	6.8		6.8	6.8	6.8
Vehicle Extension (s)	3.0		3.0		3.0		3.0	4.0		3.0	4.0	4.0
Lane Grp Cap (vph)	134		120		16		186	2233		122	2051	917
v/s Ratio Prot	c0.01		0.01		c0.00		c0.02	c0.46		0.00	c0.46	
v/s Ratio Perm							0.25			0.00		0.03
v/c Ratio	0.15		0.10		0.00		0.40	0.73		0.01	0.80	0.04
Uniform Delay, d1	41.0		40.8		46.5		13.3	11.9		10.1	15.6	8.6
Progression Factor	1.00		1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5		0.4		0.0		1.4	1.3		0.0	2.4	0.0
Delay (s)	41.5		41.2		46.5		14.7	13.2		10.1	18.0	8.6
Level of Service	D		D		D		B	B		B	B	A
Approach Delay (s)		41.2			46.5			13.3			17.7	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	94.9	Sum of lost time (s)	25.9
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 58: SR A1A & Solana Rd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔			↔	↔	↔	↕↕	↔	↔	↕↕	↔
Traffic Volume (vph)	595	96	79	99	43	186	61	1472	59	93	1481	421
Future Volume (vph)	595	96	79	99	43	186	61	1472	59	93	1481	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4			6.4	6.8	6.8	6.8	6.8	6.8	6.8	6.4
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.93			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1737			1800	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1737			1800	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	613	99	81	102	44	192	63	1518	61	96	1527	434
RTOR Reduction (vph)	0	20	0	0	0	102	0	0	33	0	0	139
Lane Group Flow (vph)	613	160	0	0	146	90	63	1518	28	96	1527	295
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	8	8		7	7	1	5	2		1	6	8
Permitted Phases						7			2			6
Actuated Green, G (s)	27.2	27.2			14.9	27.2	6.7	69.2	69.2	12.3	74.8	102.0
Effective Green, g (s)	27.2	27.2			14.9	27.2	6.7	69.2	69.2	12.3	74.8	102.0
Actuated g/C Ratio	0.18	0.18			0.10	0.18	0.04	0.46	0.46	0.08	0.50	0.68
Clearance Time (s)	6.4	6.4			6.4	6.8	6.8	6.8	6.8	6.8	6.8	6.4
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0
Lane Grp Cap (vph)	622	314			178	287	79	1632	730	145	1764	1143
v/s Ratio Prot	c0.18	0.09			c0.08	0.03	0.04	c0.43		0.05	c0.43	0.05
v/s Ratio Perm						0.03			0.02			0.14
v/c Ratio	0.99	0.51			0.82	0.32	0.80	0.93	0.04	0.66	0.87	0.26
Uniform Delay, d1	61.2	55.4			66.2	53.3	71.0	38.1	22.2	66.8	33.2	9.3
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.19	0.89	3.89
Incremental Delay, d2	32.1	1.4			25.1	0.6	41.2	10.9	0.1	7.1	4.0	0.1
Delay (s)	93.3	56.8			91.3	53.9	112.1	49.0	22.3	86.9	33.4	36.3
Level of Service	F	E			F	D	F	D	C	F	C	D
Approach Delay (s)		85.0			70.1			50.5			36.5	
Approach LOS		F			E			D			D	

### Intersection Summary

HCM 2000 Control Delay	51.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 67: SR A1A & Marlin Ave

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	146	58	20	2278	1978	34
Future Volume (vph)	146	58	20	2278	1978	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	6.7	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.04	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	81	3539	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	154	61	21	2398	2082	36
RTOR Reduction (vph)	0	35	0	0	0	8
Lane Group Flow (vph)	154	26	21	2398	2082	28
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	16.7	16.7	119.8	119.8	109.3	109.3
Effective Green, g (s)	16.7	16.7	119.8	119.8	109.3	109.3
Actuated g/C Ratio	0.11	0.11	0.80	0.80	0.73	0.73
Clearance Time (s)	6.7	6.7	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	197	176	106	2826	2578	1153
v/s Ratio Prot	c0.09		0.00	c0.68	0.59	
v/s Ratio Perm		0.02	0.15			0.02
v/c Ratio	0.78	0.15	0.20	0.85	0.81	0.02
Uniform Delay, d1	64.9	60.2	18.2	9.4	13.4	5.6
Progression Factor	1.00	1.00	1.35	1.62	1.00	1.00
Incremental Delay, d2	18.0	0.4	0.5	1.8	2.8	0.0
Delay (s)	82.9	60.6	25.1	17.1	16.3	5.7
Level of Service	F	E	C	B	B	A
Approach Delay (s)	76.6			17.1	16.1	
Approach LOS	E			B	B	

### Intersection Summary

HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.3
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
80: Palm Valley Rd & Landrum Lane

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	178	168	172	505	337	134
Future Volume (vph)	178	168	172	505	337	134
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.4	6.4	6.4	6.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.31	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	577	1863	1863	1583
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	200	189	193	567	379	151
RTOR Reduction (vph)	0	150	0	0	0	103
Lane Group Flow (vph)	200	39	193	567	379	48
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Actuated Green, G (s)	11.8	11.8	32.5	32.5	18.0	18.0
Effective Green, g (s)	11.8	11.8	32.5	32.5	18.0	18.0
Actuated g/C Ratio	0.21	0.21	0.57	0.57	0.32	0.32
Clearance Time (s)	6.0	6.0	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	4.0
Lane Grp Cap (vph)	368	329	501	1067	591	502
v/s Ratio Prot	c0.11		0.06	c0.30	c0.20	
v/s Ratio Perm		0.02	0.17			0.03
v/c Ratio	0.54	0.12	0.39	0.53	0.64	0.10
Uniform Delay, d1	20.0	18.2	7.0	7.4	16.6	13.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6	0.2	0.5	0.7	2.7	0.1
Delay (s)	21.7	18.4	7.5	8.1	19.2	13.7
Level of Service	C	B	A	A	B	B
Approach Delay (s)	20.1			7.9	17.7	
Approach LOS	C			A	B	

Intersection Summary

HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	56.7	Sum of lost time (s)	18.8
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

## **Unsignalized Existing AM Reports**

HCM 2010 TWSC  
15: Crossroad Lakes Dr & SR A1A

04/04/2017

**Intersection**

Int Delay, s/veh 21.9

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↑	↗	↖	↗		↕				↕	
Traffic Vol, veh/h	7	563	32	12	697	10	85	0	49	16	0	24
Future Vol, veh/h	7	563	32	12	697	10	85	0	49	16	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	380	-	380	425	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	655	37	14	810	12	99	0	57	19	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	822	0	0	655	0	0	1529	1521	655	1543	1515	816
Stage 1	-	-	-	-	-	-	671	671	-	844	844	-
Stage 2	-	-	-	-	-	-	858	850	-	699	671	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	807	-	-	932	-	-	~ 96	118	466	94	119	377
Stage 1	-	-	-	-	-	-	446	455	-	358	379	-
Stage 2	-	-	-	-	-	-	352	377	-	430	455	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	807	-	-	932	-	-	~ 87	115	466	81	116	377
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 87	115	-	81	116	-
Stage 1	-	-	-	-	-	-	442	450	-	354	373	-
Stage 2	-	-	-	-	-	-	321	371	-	374	450	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.1	0.1	232.3	38.5
HCM LOS			F	E

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	124	932	-	-	807	-	- 153
HCM Lane V/C Ratio	1.257	0.015	-	-	0.01	-	- 0.304
HCM Control Delay (s)	232.3	8.9	-	-	9.5	-	- 38.5
HCM Lane LOS	F	A	-	-	A	-	- E
HCM 95th %tile Q(veh)	9.9	0	-	-	0	-	- 1.2

**Notes**  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	Y	Y	Y
Traffic Vol, veh/h	77	7	22	791	596	104
Future Vol, veh/h	77	7	22	791	596	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	465	-	-	260
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	8	26	942	710	124

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1704	710	710	0	0
Stage 1	710	-	-	-	-
Stage 2	994	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	101	434	889	-	-
Stage 1	487	-	-	-	-
Stage 2	358	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	98	434	889	-	-
Mov Cap-2 Maneuver	98	-	-	-	-
Stage 1	487	-	-	-	-
Stage 2	348	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	150.3	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	889	-	105	-	-
HCM Lane V/C Ratio	0.029	-	0.952	-	-
HCM Control Delay (s)	9.2	-	150.3	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	5.8	-	-



**Intersection**

Int Delay, s/veh 18.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗	↗	↖	↗	↗
Traffic Vol, veh/h	53	1	10	36	2	122	21	859	28	122	628	32
Future Vol, veh/h	53	1	10	36	2	122	21	859	28	122	628	32
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	-	-	0	-	-	0	150	-	150	230	-	375
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	1	12	42	2	142	24	999	33	142	730	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1563	2062	365	1697	2062	499	730	0	0	999	0	0
Stage 1	1014	1014	-	1048	1048	-	-	-	-	-	-	-
Stage 2	549	1048	-	649	1014	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	76	54	632	60	54	517	870	-	-	689	-	-
Stage 1	256	314	-	244	303	-	-	-	-	-	-	-
Stage 2	488	303	-	425	314	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 44	42	632	48	42	517	870	-	-	689	-	-
Mov Cap-2 Maneuver	~ 44	42	-	48	42	-	-	-	-	-	-	-
Stage 1	249	249	-	237	295	-	-	-	-	-	-	-
Stage 2	342	295	-	330	249	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 365.8	68	0.2	1.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	870	-	-	44	632	48	517	689	-	-
HCM Lane V/C Ratio	0.028	-	-	1.427	0.018	0.921	0.274	0.206	-	-
HCM Control Delay (s)	9.3	-	-	\$ 431.5	10.8	239.3	14.6	11.6	-	-
HCM Lane LOS	A	-	-	F	B	F	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	6.2	0.1	3.8	1.1	0.8	-	-

**Notes**  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 57.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	YY		Y	YY	YY	Y
Traffic Vol, veh/h	32	61	17	2268	1925	11
Future Vol, veh/h	32	61	17	2268	1925	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	185	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	66	18	2465	2092	12

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	3362	1046	2092 0
Stage 1	2092	-	- -
Stage 2	1270	-	- -
Critical Hdwy	6.84	6.94	4.14 -
Critical Hdwy Stg 1	5.84	-	- -
Critical Hdwy Stg 2	5.84	-	- -
Follow-up Hdwy	3.52	3.32	2.22 -
Pot Cap-1 Maneuver	~ 6	225	260 -
Stage 1	81	-	- -
Stage 2	228	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	~ 6	225	260 -
Mov Cap-2 Maneuver	~ 6	-	- -
Stage 1	81	-	- -
Stage 2	212	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	\$ 2673.3	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	260	-	17	-	-
HCM Lane V/C Ratio	0.071	-	5.946	-	-
HCM Control Delay (s)	19.9	\$ 2673.3	-	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	0.2	-	13.3	-	-

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	1	
Traffic Vol, veh/h	19	16	11	334	251	6
Future Vol, veh/h	19	16	11	334	251	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	17	11	348	261	6

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	636	265	268	0
Stage 1	265	-	-	-
Stage 2	371	-	-	-
Critical Hdwy	6.42	6.22	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-
Pot Cap-1 Maneuver	442	774	1296	-
Stage 1	779	-	-	-
Stage 2	698	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	437	774	1296	-
Mov Cap-2 Maneuver	437	-	-	-
Stage 1	779	-	-	-
Stage 2	690	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1296	-	546	-	-
HCM Lane V/C Ratio	0.009	-	0.067	-	-
HCM Control Delay (s)	7.8	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM 2010 TWSC  
 3: Palm Valley Rd & Roscoe Blvd

04/04/2017

**Intersection**

Int Delay, s/veh 86.9

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	174	11	960	268	42	884
Future Vol, veh/h	174	11	960	268	42	884
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	325	-	0	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	185	12	1021	285	45	940

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	2051	1021	0	0	1021	0
Stage 1	1021	-	-	-	-	-
Stage 2	1030	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 61	287	-	-	680	-
Stage 1	348	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	~ 57	287	-	-	680	-
Mov Cap-2 Maneuver	~ 57	-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	321	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	\$ 1095.7	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	NWLn1	NWLn2	SWL	SWT
Capacity (veh/h)	-	-	57	287	680	-
HCM Lane V/C Ratio	-	-	3.247	0.041	0.066	-
HCM Control Delay (s)	-	\$	1163.8	18.1	10.7	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	19.6	0.1	0.2	-

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↕		↖	↗	↗	↖	↗	↗
Traffic Vol, veh/h	67	0	37	1	0	1	50	648	0	1	422	35
Future Vol, veh/h	67	0	37	1	0	1	50	648	0	1	422	35
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	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	-	215	-	0	0	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	69	0	38	1	0	1	52	668	0	1	435	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1209	1208	435	1208	1208	668	435	0	0	668	0	0
Stage 1	437	437	-	771	771	-	-	-	-	-	-	-
Stage 2	772	771	-	437	437	-	-	-	-	-	-	-
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	160	183	621	160	183	458	1125	-	-	922	-	-
Stage 1	598	579	-	393	410	-	-	-	-	-	-	-
Stage 2	392	410	-	598	579	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	154	174	621	145	174	458	1125	-	-	922	-	-
Mov Cap-2 Maneuver	154	174	-	145	174	-	-	-	-	-	-	-
Stage 1	570	578	-	375	391	-	-	-	-	-	-	-
Stage 2	373	391	-	561	578	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.7	21.5	0.6	0
HCM LOS	D	C		

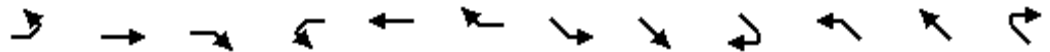
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1125	-	-	154	621	220	922	-	-
HCM Lane V/C Ratio	0.046	-	-	0.449	0.061	0.009	0.001	-	-
HCM Control Delay (s)	8.4	-	-	46.1	11.2	21.5	8.9	-	-
HCM Lane LOS	A	-	-	E	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	0.2	0	0	-	-

## Signalized Existing PM Reports

# HCM Signalized Intersection Capacity Analysis

## 11: SR A1A & Mickler Rd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕		↗	↖	↗	↖	↗	↖
Traffic Volume (vph)	332	35	37	18	56	29	30	321	431	41	207	9
Future Volume (vph)	332	35	37	18	56	29	30	321	431	41	207	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			5.8		6.8	6.8	6.8	6.8	6.8	
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.99			0.96		1.00	1.00	0.85	1.00	0.99	
Flt Protected		0.96			0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1767			1776		1770	1863	1583	1770	1851	
Flt Permitted		0.96			0.99		0.58	1.00	1.00	0.40	1.00	
Satd. Flow (perm)		1767			1776		1086	1863	1583	751	1851	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	342	36	38	19	58	30	31	331	444	42	213	9
RTOR Reduction (vph)	0	4	0	0	16	0	0	0	322	0	1	0
Lane Group Flow (vph)	0	412	0	0	91	0	31	331	122	42	221	0
Turn Type	Split	NA		Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases							6		6	2		
Actuated Green, G (s)		22.4			7.7		23.9	21.9	21.9	23.9	21.9	
Effective Green, g (s)		22.4			7.7		23.9	21.9	21.9	23.9	21.9	
Actuated g/C Ratio		0.28			0.10		0.30	0.28	0.28	0.30	0.28	
Clearance Time (s)		6.0			5.8		6.8	6.8	6.8	6.8	6.8	
Vehicle Extension (s)		3.0			3.0		3.0	2.5	2.5	3.0	2.5	
Lane Grp Cap (vph)		498			172		344	513	436	251	510	
v/s Ratio Prot		c0.23			c0.05		0.00	c0.18		c0.00	0.12	
v/s Ratio Perm							0.02		0.08	0.05		
v/c Ratio		0.83			0.53		0.09	0.65	0.28	0.17	0.43	
Uniform Delay, d1		26.7			34.1		19.8	25.3	22.6	20.1	23.6	
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		10.9			2.9		0.1	2.5	0.3	0.3	0.4	
Delay (s)		37.6			37.0		19.9	27.8	22.8	20.4	24.1	
Level of Service		D			D		B	C	C	C	C	
Approach Delay (s)		37.6			37.0			24.8			23.5	
Approach LOS		D			D			C			C	

### Intersection Summary

HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	79.4	Sum of lost time (s)	25.4
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 34: SR A1A & Palm Valley Rd

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	506	26	27	833	1111	653
Future Volume (vph)	506	26	27	833	1111	653
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4		6.8	6.8	6.8	6.4
Lane Util. Factor	0.97		1.00	0.95	0.95	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	0.95		0.95	1.00	1.00	1.00
Satd. Flow (prot)	3424		1770	3539	3539	1583
Flt Permitted	0.95		0.18	1.00	1.00	1.00
Satd. Flow (perm)	3424		329	3539	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	527	27	28	868	1157	680
RTOR Reduction (vph)	3	0	0	0	0	109
Lane Group Flow (vph)	551	0	28	868	1157	571
Turn Type	Prot		pm+pt	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Actuated Green, G (s)	31.5		105.3	105.3	94.5	126.0
Effective Green, g (s)	31.5		105.3	105.3	94.5	126.0
Actuated g/C Ratio	0.21		0.70	0.70	0.63	0.84
Clearance Time (s)	6.4		6.8	6.8	6.8	6.4
Vehicle Extension (s)	3.0		3.0	2.5	2.5	3.0
Lane Grp Cap (vph)	719		269	2484	2229	1329
v/s Ratio Prot	c0.16		0.00	c0.25	c0.33	0.09
v/s Ratio Perm			0.07			0.27
v/c Ratio	0.77		0.10	0.35	0.52	0.43
Uniform Delay, d1	55.8		9.6	8.8	15.3	3.0
Progression Factor	1.00		1.00	1.00	1.41	0.40
Incremental Delay, d2	4.9		0.2	0.4	0.6	0.2
Delay (s)	60.7		9.8	9.2	22.0	1.3
Level of Service	E		A	A	C	A
Approach Delay (s)	60.7			9.2	14.4	
Approach LOS	E			A	B	

### Intersection Summary

HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 35: SR A1A & ATP Tour Blvd

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	295	144	85	1254	1620	227
Future Volume (vph)	295	144	85	1254	1620	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.06	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	120	3539	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	304	148	88	1293	1670	234
RTOR Reduction (vph)	0	115	0	0	0	31
Lane Group Flow (vph)	304	33	88	1293	1670	203
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	29.7	29.7	107.2	107.2	92.1	92.1
Effective Green, g (s)	29.7	29.7	107.2	107.2	92.1	92.1
Actuated g/C Ratio	0.20	0.20	0.71	0.71	0.61	0.61
Clearance Time (s)	6.3	6.3	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	350	313	177	2529	2172	971
v/s Ratio Prot	c0.17		0.03	c0.37	c0.47	
v/s Ratio Perm		0.02	0.33			0.13
v/c Ratio	0.87	0.10	0.50	0.51	0.77	0.21
Uniform Delay, d1	58.3	49.3	21.5	9.6	21.2	12.8
Progression Factor	1.00	1.00	1.36	1.86	0.77	0.96
Incremental Delay, d2	19.8	0.1	2.0	0.7	1.6	0.3
Delay (s)	78.0	49.4	31.2	18.5	17.8	12.6
Level of Service	E	D	C	B	B	B
Approach Delay (s)	68.7			19.4	17.2	
Approach LOS	E			B	B	

### Intersection Summary

HCM 2000 Control Delay	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	82.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 39: SR A1A & PGA Tour Blvd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	34	329	24	44	71	247	1382	20	74	1478	67
Future Volume (vph)	113	34	329	24	44	71	247	1382	20	74	1478	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	6.6			6.6	6.8	6.8	6.8	6.8	6.8	6.8	5.9
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.86			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1610			1831	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.50	1.00			0.20	1.00	0.05	1.00	1.00	0.13	1.00	1.00
Satd. Flow (perm)	927	1610			365	1583	97	3539	1583	250	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	119	36	346	25	46	75	260	1455	21	78	1556	71
RTOR Reduction (vph)	0	169	0	0	0	64	0	0	8	0	0	67
Lane Group Flow (vph)	119	213	0	0	71	11	260	1455	13	78	1556	4
Turn Type	pm+pt	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Over
Protected Phases	7	4			8	1	5	2		1	6	7
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	27.8	27.8			13.8	22.1	108.8	93.7	93.7	87.7	79.4	8.1
Effective Green, g (s)	27.8	27.8			13.8	22.1	108.8	93.7	93.7	87.7	79.4	8.1
Actuated g/C Ratio	0.19	0.19			0.09	0.15	0.73	0.62	0.62	0.58	0.53	0.05
Clearance Time (s)	5.9	6.6			6.6	6.8	6.8	6.8	6.8	6.8	6.8	5.9
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	2.5	2.5	3.0	2.5	3.0
Lane Grp Cap (vph)	217	298			33	233	322	2210	988	230	1873	85
v/s Ratio Prot	0.03	c0.13					0.00	c0.12	0.41	0.02	0.44	0.00
v/s Ratio Perm	0.07				c0.19	0.00	c0.47		0.01	0.18		
v/c Ratio	0.55	0.71			2.15	0.05	0.81	0.66	0.01	0.34	0.83	0.05
Uniform Delay, d1	53.9	57.4			68.1	54.9	47.6	17.9	10.7	15.4	29.7	67.3
Progression Factor	1.00	1.00			1.00	1.00	1.25	0.62	1.00	0.64	0.51	1.00
Incremental Delay, d2	2.8	7.8			605.4	0.1	12.1	1.4	0.0	0.6	3.2	0.2
Delay (s)	56.7	65.2			673.5	55.0	71.7	12.5	10.7	10.4	18.2	67.4
Level of Service	E	E			F	D	E	B	B	B	B	E
Approach Delay (s)		63.2			355.8			21.3			19.9	
Approach LOS		E			F			C			B	























### Intersection Summary

HCM 2000 Control Delay	37.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.1
Intersection Capacity Utilization	95.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 44: SR A1A & Sawgrass Village Dr

04/04/2017

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	319	22	159	28	16	42	110	1414	42	58	1432	270	
Future Volume (vph)	319	22	159	28	16	42	110	1414	42	58	1432	270	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	5.8	6.6			6.6	6.9	6.8	6.9	6.9	6.9	6.9	5.8	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Frt	1.00	0.87			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1618			1805	1583	1770	3539	1583	1770	3539	1583	
Flt Permitted	0.43	1.00			0.70	1.00	0.07	1.00	1.00	0.08	1.00	1.00	
Satd. Flow (perm)	802	1618			1298	1583	125	3539	1583	153	3539	1583	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Adj. Flow (vph)	329	23	164	29	16	43	113	1458	43	60	1476	278	
RTOR Reduction (vph)	0	88	0	0	0	39	0	0	20	0	0	80	
Lane Group Flow (vph)	329	99	0	0	45	4	113	1458	23	60	1476	198	
Turn Type	pm+pt	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov	
Protected Phases	7	4			8	1	5	2		1	6	7	
Permitted Phases	4			8		8	2		2	6		6	
Actuated Green, G (s)	43.2	43.2			8.4	14.5	88.8	80.3	80.3	84.1	78.0	107.0	
Effective Green, g (s)	43.2	43.2			8.4	14.5	88.8	80.3	80.3	84.1	78.0	107.0	
Actuated g/C Ratio	0.29	0.29			0.06	0.10	0.59	0.54	0.54	0.56	0.52	0.71	
Clearance Time (s)	5.8	6.6			6.6	6.9	6.8	6.9	6.9	6.9	6.9	5.8	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	2.5	2.5	3.0	2.5	3.0	
Lane Grp Cap (vph)	418	465			72	153	167	1894	847	151	1840	1129	
v/s Ratio Prot	c0.15	0.06				0.00	c0.04	0.41		0.02	c0.42	0.03	
v/s Ratio Perm	c0.07				0.03	0.00	0.36		0.01	0.21		0.09	
v/c Ratio	0.79	0.21			0.62	0.03	0.68	0.77	0.03	0.40	0.80	0.18	
Uniform Delay, d1	46.9	40.5			69.3	61.4	26.0	27.5	16.4	22.3	29.6	7.0	
Progression Factor	1.00	1.00			1.00	1.00	1.98	0.38	1.00	1.11	1.30	7.50	
Incremental Delay, d2	9.4	0.2			15.7	0.1	8.2	2.4	0.0	1.3	3.0	0.1	
Delay (s)	56.3	40.7			85.0	61.4	59.7	13.0	16.5	26.1	41.5	52.9	
Level of Service	E	D			F	E	E	B	B	C	D	D	
Approach Delay (s)		50.7			73.5			16.3			42.7		
Approach LOS		D			E			B			D		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			33.8									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.81										
Actuated Cycle Length (s)			150.0									Sum of lost time (s)	26.2
Intersection Capacity Utilization			88.2%									ICU Level of Service	E
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
48: SR A1A & Thousand Oaks DR

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕↕	↕	↕	↕↕	↕
Traffic Volume (vph)	36	0	24	13	1	18	65	1706	30	50	1767	53
Future Volume (vph)	36	0	24	13	1	18	65	1706	30	50	1767	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.6		6.6	6.6		6.8	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.95		1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1711		1770	1597		1770	3539	1583	1770	3539	1583
Flt Permitted		0.80		0.75	1.00		0.09	1.00	1.00	0.10	1.00	1.00
Satd. Flow (perm)		1417		1392	1597		170	3539	1583	186	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	38	0	25	14	1	19	68	1777	31	52	1841	55
RTOR Reduction (vph)	0	60	0	0	18	0	0	0	7	0	0	12
Lane Group Flow (vph)	0	3	0	14	2	0	68	1777	24	52	1841	43
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		6.1		6.1	6.1		123.5	118.0	118.0	123.9	118.2	118.2
Effective Green, g (s)		6.1		6.1	6.1		123.5	118.0	118.0	123.9	118.2	118.2
Actuated g/C Ratio		0.04		0.04	0.04		0.82	0.79	0.79	0.83	0.79	0.79
Clearance Time (s)		6.6		6.6	6.6		6.8	6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)		3.0		3.0	3.0		3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)		57		56	64		198	2784	1245	213	2788	1247
v/s Ratio Prot					0.00		c0.01	0.50		0.01	c0.52	
v/s Ratio Perm		0.00		c0.01			0.27		0.02	0.19		0.03
v/c Ratio		0.04		0.25	0.03		0.34	0.64	0.02	0.24	0.66	0.03
Uniform Delay, d1		69.2		69.7	69.1		6.7	6.9	3.5	5.7	7.0	3.5
Progression Factor		1.00		1.00	1.00		1.79	0.68	1.00	0.53	0.26	0.46
Incremental Delay, d2		0.3		2.3	0.2		0.7	0.8	0.0	0.4	0.9	0.0
Delay (s)		69.5		72.1	69.3		12.8	5.4	3.5	3.4	2.7	1.6
Level of Service		E		E	E		B	A	A	A	A	A
Approach Delay (s)		69.5			70.4			5.7			2.7	
Approach LOS		E			E			A			A	

Intersection Summary

HCM 2000 Control Delay	5.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 53: SR A1A & Corona Rd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	20	0	14	146	4	108	17	1629	158	121	1721	12
Future Volume (vph)	20	0	14	146	4	108	17	1629	158	121	1721	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.6			6.6	6.6	6.9	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.94			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1708			1776	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.73			0.71	1.00	0.07	1.00	1.00	0.06	1.00	1.00
Satd. Flow (perm)		1290			1313	1583	138	3539	1583	115	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	0	15	154	4	114	18	1715	166	127	1812	13
RTOR Reduction (vph)	0	30	0	0	0	96	0	0	62	0	0	4
Lane Group Flow (vph)	0	6	0	0	158	18	18	1715	104	127	1812	9
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)		23.6			23.6	23.6	97.8	94.1	94.1	112.9	102.3	102.3
Effective Green, g (s)		23.6			23.6	23.6	97.8	94.1	94.1	112.9	102.3	102.3
Actuated g/C Ratio		0.16			0.16	0.16	0.65	0.63	0.63	0.75	0.68	0.68
Clearance Time (s)		6.6			6.6	6.6	6.9	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)		3.0			3.0	3.0	3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)		202			206	249	130	2220	993	217	2413	1079
v/s Ratio Prot							0.00	c0.48		c0.05	c0.51	
v/s Ratio Perm		0.00			c0.12	0.01	0.09		0.07	0.39		0.01
v/c Ratio		0.03			0.77	0.07	0.14	0.77	0.10	0.59	0.75	0.01
Uniform Delay, d1		53.5			60.6	53.9	14.6	20.2	11.1	27.9	15.5	7.6
Progression Factor		1.00			1.00	1.00	0.77	0.52	0.43	2.15	0.56	1.00
Incremental Delay, d2		0.1			15.6	0.1	0.4	2.2	0.2	3.2	1.7	0.0
Delay (s)		53.5			76.2	54.0	11.6	12.7	4.9	63.1	10.5	7.6
Level of Service		D			E	D	B	B	A	E	B	A
Approach Delay (s)		53.5			66.9			12.0			13.9	
Approach LOS		D			E			B			B	

### Intersection Summary

HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 24: SR A1A & Library Blvd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗		↔		↖	↕		↗	↕	↗
Traffic Volume (vph)	18	0	177	0	0	2	111	1500	1	3	1652	52
Future Volume (vph)	18	0	177	0	0	2	111	1500	1	3	1652	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2		6.2		4.7		6.8	6.8		6.8	6.8	6.8
Lane Util. Factor	1.00		1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00		0.85		0.86		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95		1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770		1583		1611		1770	3539		1770	3539	1583
Flt Permitted	0.95		1.00		1.00		0.09	1.00		0.15	1.00	1.00
Satd. Flow (perm)	1770		1583		1611		166	3539		274	3539	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	18	0	181	0	0	2	113	1531	1	3	1686	53
RTOR Reduction (vph)	0	0	171	0	2	0	0	0	0	0	0	15
Lane Group Flow (vph)	18	0	10	0	0	0	113	1532	0	3	1686	38
Turn Type	Prot		Prot		NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4		4		8		5	2		1	6	
Permitted Phases				8			2			6		6
Actuated Green, G (s)	8.4		8.4		1.2		122.7	114.8		107.3	106.2	106.2
Effective Green, g (s)	8.4		8.4		1.2		122.7	114.8		107.3	106.2	106.2
Actuated g/C Ratio	0.06		0.06		0.01		0.82	0.77		0.72	0.71	0.71
Clearance Time (s)	6.2		6.2		4.7		6.8	6.8		6.8	6.8	6.8
Vehicle Extension (s)	3.0		3.0		3.0		3.0	4.0		3.0	4.0	4.0
Lane Grp Cap (vph)	99		88		12		239	2708		206	2505	1120
v/s Ratio Prot	c0.01		0.01		c0.00		c0.03	c0.43		0.00	c0.48	
v/s Ratio Perm							0.35			0.01		0.02
v/c Ratio	0.18		0.12		0.00		0.47	0.57		0.01	0.67	0.03
Uniform Delay, d1	67.5		67.3		73.8		13.1	7.3		6.7	12.2	6.6
Progression Factor	1.00		1.00		1.00		2.73	0.91		0.50	0.49	1.00
Incremental Delay, d2	0.9		0.6		0.0		1.0	0.2		0.0	0.8	0.0
Delay (s)	68.4		67.9		73.8		36.8	6.8		3.4	6.8	6.6
Level of Service	E		E		E		D	A		A	A	A
Approach Delay (s)		67.9			73.8			8.9			6.8	
Approach LOS		E			E			A			A	

### Intersection Summary

HCM 2000 Control Delay	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	24.5
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 58: SR A1A & Solana Rd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↗			↖	↗	↖	↕↕	↗	↖	↕↕	↗
Traffic Volume (vph)	540	81	68	85	67	133	42	1422	56	136	1554	565
Future Volume (vph)	540	81	68	85	67	133	42	1422	56	136	1554	565
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4			6.4	6.8	6.8	6.8	6.8	6.8	6.8	6.4
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.93			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1735			1812	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1735			1812	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	545	82	69	86	68	134	42	1436	57	137	1570	571
RTOR Reduction (vph)	0	20	0	0	0	101	0	0	30	0	0	128
Lane Group Flow (vph)	545	131	0	0	154	33	42	1436	27	137	1570	443
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	8	8		7	7	1	5	2		1	6	8
Permitted Phases						7			2			6
Actuated Green, G (s)	25.4	25.4			14.6	27.7	5.8	70.5	70.5	13.1	77.8	103.2
Effective Green, g (s)	25.4	25.4			14.6	27.7	5.8	70.5	70.5	13.1	77.8	103.2
Actuated g/C Ratio	0.17	0.17			0.10	0.18	0.04	0.47	0.47	0.09	0.52	0.69
Clearance Time (s)	6.4	6.4			6.4	6.8	6.8	6.8	6.8	6.8	6.8	6.4
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0
Lane Grp Cap (vph)	581	293			176	292	68	1663	744	154	1835	1156
v/s Ratio Prot	c0.16	0.08			c0.08	0.01	0.02	c0.41		0.08	c0.44	0.06
v/s Ratio Perm						0.01			0.02			0.21
v/c Ratio	0.94	0.45			0.88	0.11	0.62	0.86	0.04	0.89	0.86	0.38
Uniform Delay, d1	61.5	56.0			66.8	50.9	71.0	35.5	21.4	67.7	31.2	9.9
Progression Factor	1.00	1.00			1.00	1.00	0.73	0.53	1.00	0.82	1.49	2.79
Incremental Delay, d2	22.9	1.1			35.0	0.2	13.6	5.5	0.1	22.3	2.4	0.1
Delay (s)	84.4	57.1			101.8	51.1	65.5	24.3	21.5	78.1	48.9	27.8
Level of Service	F	E			F	D	E	C	C	E	D	C
Approach Delay (s)		78.5			78.2			25.4			45.4	
Approach LOS		E			E			C			D	

### Intersection Summary

HCM 2000 Control Delay	45.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	92.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 67: SR A1A & Marlin Ave

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	124	34	58	2104	2338	132
Future Volume (vph)	124	34	58	2104	2338	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	6.7	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.03	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	64	3539	3539	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	127	35	59	2147	2386	135
RTOR Reduction (vph)	0	24	0	0	0	28
Lane Group Flow (vph)	127	11	59	2147	2386	107
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	14.9	14.9	121.6	121.6	109.1	109.1
Effective Green, g (s)	14.9	14.9	121.6	121.6	109.1	109.1
Actuated g/C Ratio	0.10	0.10	0.81	0.81	0.73	0.73
Clearance Time (s)	6.7	6.7	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	175	157	116	2868	2574	1151
v/s Ratio Prot	c0.07		0.02	c0.61	c0.67	
v/s Ratio Perm		0.01	0.39			0.07
v/c Ratio	0.73	0.07	0.51	0.75	0.93	0.09
Uniform Delay, d1	65.6	61.3	38.6	6.8	17.1	6.0
Progression Factor	1.00	1.00	1.36	0.45	1.00	1.00
Incremental Delay, d2	13.9	0.2	2.0	1.1	7.3	0.2
Delay (s)	79.5	61.4	54.3	4.2	24.4	6.1
Level of Service	E	E	D	A	C	A
Approach Delay (s)	75.6			5.5	23.4	
Approach LOS	E			A	C	

### Intersection Summary

HCM 2000 Control Delay	17.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.3
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 80: Palm Valley Rd & Landrum Lane

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	71	72	75	407	647	90
Future Volume (vph)	71	72	75	407	647	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.4	6.4	6.4	6.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	75	76	79	428	681	95
RTOR Reduction (vph)	0	68	0	0	0	33
Lane Group Flow (vph)	75	8	79	428	681	62
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8				2
Actuated Green, G (s)	6.6	6.6	5.8	44.1	31.9	31.9
Effective Green, g (s)	6.6	6.6	5.8	44.1	31.9	31.9
Actuated g/C Ratio	0.10	0.10	0.09	0.70	0.51	0.51
Clearance Time (s)	6.0	6.0	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	4.0
Lane Grp Cap (vph)	185	165	162	1302	941	800
v/s Ratio Prot	c0.04		0.04	c0.23	c0.37	
v/s Ratio Perm		0.01				0.04
v/c Ratio	0.41	0.05	0.49	0.33	0.72	0.08
Uniform Delay, d1	26.4	25.4	27.2	3.7	12.2	8.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5	0.1	2.3	0.2	3.0	0.1
Delay (s)	27.9	25.5	29.5	3.9	15.1	8.1
Level of Service	C	C	C	A	B	A
Approach Delay (s)	26.7			7.9	14.3	
Approach LOS	C			A	B	

### Intersection Summary

HCM 2000 Control Delay	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	63.1	Sum of lost time (s)	18.8
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

## **Unsignalized Existing PM Reports**

HCM 2010 TWSC  
 15: Crossroad Lakes Dr & SR A1A

04/04/2017

Intersection												
Int Delay, s/veh	2.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↑	↗	↖	↗		↕				↕	
Traffic Vol, veh/h	19	752	54	32	536	9	37	0	23	5	0	6
Future Vol, veh/h	19	752	54	32	536	9	37	0	23	5	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	380	-	380	425	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	792	57	34	564	9	39	0	24	5	0	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	574	0	0	792	0	0	1471	1473	792	1480	1468	569
Stage 1	-	-	-	-	-	-	832	832	-	636	636	-
Stage 2	-	-	-	-	-	-	639	641	-	844	832	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	999	-	-	829	-	-	105	127	389	104	128	522
Stage 1	-	-	-	-	-	-	363	384	-	466	472	-
Stage 2	-	-	-	-	-	-	464	469	-	358	384	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	999	-	-	829	-	-	99	119	389	93	120	522
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	119	-	93	120	-
Stage 1	-	-	-	-	-	-	356	376	-	457	453	-
Stage 2	-	-	-	-	-	-	440	450	-	329	376	-
Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.2			0.5			50.8			27.9		
HCM LOS							F			D		
Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1					
Capacity (veh/h)	139	829	-	-	999	-	-	169				
HCM Lane V/C Ratio	0.454	0.041	-	-	0.02	-	-	0.069				
HCM Control Delay (s)	50.8	9.5	-	-	8.7	-	-	27.9				
HCM Lane LOS	F	A	-	-	A	-	-	D				
HCM 95th %tile Q(veh)	2.1	0.1	-	-	0.1	-	-	0.2				

**Intersection**

Int Delay, s/veh 2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	W	W	W
Traffic Vol, veh/h	68	10	9	597	834	87
Future Vol, veh/h	68	10	9	597	834	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	465	-	-	260
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	10	9	615	860	90

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1494	860	0
Stage 1	860	-	-
Stage 2	634	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	136	356	781
Stage 1	414	-	-
Stage 2	529	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	134	356	781
Mov Cap-2 Maneuver	134	-	-
Stage 1	414	-	-
Stage 2	523	-	-

Approach	EB	NB	SB
HCM Control Delay, s	56.4	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	781	-	146	-	-
HCM Lane V/C Ratio	0.012	-	0.551	-	-
HCM Control Delay (s)	9.7	-	56.4	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	2.8	-	-

**Intersection**

Int Delay, s/veh 7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↕	↕	↔	↕	↕
Traffic Vol, veh/h	39	4	13	27	5	139	15	636	30	141	830	52
Future Vol, veh/h	39	4	13	27	5	139	15	636	30	141	830	52
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	-	-	0	-	-	0	150	-	150	230	-	375
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	4	14	28	5	145	16	663	31	147	865	54

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1523	1852	432	1422	1852	331	865	0	0	663	0	0
Stage 1	1158	1158	-	694	694	-	-	-	-	-	-	-
Stage 2	365	694	-	728	1158	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	81	73	572	96	73	665	774	-	-	922	-	-
Stage 1	208	269	-	399	442	-	-	-	-	-	-	-
Stage 2	627	442	-	381	269	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	51	60	572	77	60	665	774	-	-	922	-	-
Mov Cap-2 Maneuver	51	60	-	77	60	-	-	-	-	-	-	-
Stage 1	204	226	-	391	433	-	-	-	-	-	-	-
Stage 2	475	433	-	307	226	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	163.7	26.3	0.2	1.3
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	774	-	-	52	572	74	665	922	-	-
HCM Lane V/C Ratio	0.02	-	-	0.861	0.024	0.45	0.218	0.159	-	-
HCM Control Delay (s)	9.7	-	-	209.8	11.4	88.6	11.9	9.6	-	-
HCM Lane LOS	A	-	-	F	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.7	0.1	1.8	0.8	0.6	-	-

**Intersection**

Int Delay, s/veh 20.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	Y	Y	Y
Traffic Vol, veh/h	15	25	27	2068	2224	30
Future Vol, veh/h	15	25	27	2068	2224	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	185	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	26	28	2177	2341	32

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	3486	1171	2341 0
Stage 1	2341	-	- -
Stage 2	1145	-	- -
Critical Hdwy	6.84	6.94	4.14 -
Critical Hdwy Stg 1	5.84	-	- -
Critical Hdwy Stg 2	5.84	-	- -
Follow-up Hdwy	3.52	3.32	2.22 -
Pot Cap-1 Maneuver	~ 5	186	208 -
Stage 1	58	-	- -
Stage 2	265	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	~ 4	186	208 -
Mov Cap-2 Maneuver	~ 4	-	- -
Stage 1	58	-	- -
Stage 2	229	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	\$ 2184.6	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	208	-	10	-	-
HCM Lane V/C Ratio	0.137	-	4.211	-	-
HCM Control Delay (s)	25	\$ 2184.6	-	-	-
HCM Lane LOS	D	-	F	-	-
HCM 95th %tile Q(veh)	0.5	-	6.5	-	-

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	1	
Traffic Vol, veh/h	17	13	7	211	351	26
Future Vol, veh/h	17	13	7	211	351	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	14	8	234	390	29

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	654	404	419	0
Stage 1	404	-	-	-
Stage 2	250	-	-	-
Critical Hdwy	6.42	6.22	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-
Pot Cap-1 Maneuver	431	647	1140	-
Stage 1	674	-	-	-
Stage 2	792	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	428	647	1140	-
Mov Cap-2 Maneuver	428	-	-	-
Stage 1	674	-	-	-
Stage 2	786	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1140	-	502	-	-
HCM Lane V/C Ratio	0.007	-	0.066	-	-
HCM Control Delay (s)	8.2	0	12.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM 2010 TWSC  
 3: Palm Valley Rd & Roscoe Blvd

04/04/2017

**Intersection**

Int Delay, s/veh 74

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	183	19	674	151	32	970
Future Vol, veh/h	183	19	674	151	32	970
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	325	-	0	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	21	733	164	35	1054

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1857	733	0
Stage 1	733	-	-
Stage 2	1124	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 81	421	872
Stage 1	475	-	-
Stage 2	310	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 78	421	872
Mov Cap-2 Maneuver	~ 78	-	-
Stage 1	475	-	-
Stage 2	298	-	-

Approach	NW	NE	SW
HCM Control Delay, s	\$ 742.2	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NERNWLn1	NWLn2	SWL	SWT
Capacity (veh/h)	-	-	78 421	872	-
HCM Lane V/C Ratio	-	-	2.55 0.049	0.04	-
HCM Control Delay (s)	-	-\$ 817.8	14	9.3	-
HCM Lane LOS	-	-	F B	A	-
HCM 95th %tile Q(veh)	-	-	19 0.2	0.1	-

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



**Intersection**

Int Delay, s/veh 3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↕		↖	↗	↗		↗	↗
Traffic Vol, veh/h	56	0	50	2	0	5	40	450	5	2	711	36
Future Vol, veh/h	56	0	50	2	0	5	40	450	5	2	711	36
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	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	-	215	-	0	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	0	53	2	0	5	42	474	5	2	748	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1314	1311	748	1311	1311	474	748	0	0	474	0	0
Stage 1	753	753	-	558	558	-	-	-	-	-	-	-
Stage 2	561	558	-	753	753	-	-	-	-	-	-	-
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	135	159	412	136	159	590	861	-	-	1088	-	-
Stage 1	402	417	-	514	512	-	-	-	-	-	-	-
Stage 2	512	512	-	402	417	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	129	151	412	114	151	590	861	-	-	1088	-	-
Mov Cap-2 Maneuver	129	151	-	114	151	-	-	-	-	-	-	-
Stage 1	382	416	-	489	487	-	-	-	-	-	-	-
Stage 2	483	487	-	350	416	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.9	18.8	0.8	0
HCM LOS	E	C		

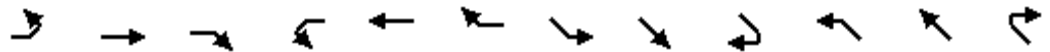
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	861	-	-	129	412	269	1088	-	-
HCM Lane V/C Ratio	0.049	-	-	0.457	0.128	0.027	0.002	-	-
HCM Control Delay (s)	9.4	-	-	54.5	15	18.8	8.3	-	-
HCM Lane LOS	A	-	-	F	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2	0.4	0.1	0	-	-

## **Signalized No Build AM Reports**

# HCM Signalized Intersection Capacity Analysis

## 11: SR A1A & Mickler Rd

6/22/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕		↗	↖	↗	↖	↗	↖
Traffic Volume (vph)	820	110	80	30	450	80	30	300	620	200	270	30
Future Volume (vph)	820	110	80	30	450	80	30	300	620	200	270	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2			7.2		7.7	7.7	7.7	7.7	7.7	
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.99			0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected		0.96			1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1771			1822		1770	1863	1583	1770	1835	
Flt Permitted		0.96			1.00		0.24	1.00	1.00	0.19	1.00	
Satd. Flow (perm)		1771			1822		447	1863	1583	345	1835	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	965	129	94	35	529	94	35	353	729	235	318	35
RTOR Reduction (vph)	0	3	0	0	5	0	0	0	547	0	3	0
Lane Group Flow (vph)	0	1185	0	0	653	0	35	353	182	235	350	0
Turn Type	Split	NA		Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases							6		6	2		
Actuated Green, G (s)		42.8			21.8		27.8	25.4	25.4	31.0	27.0	
Effective Green, g (s)		42.8			21.8		27.8	25.4	25.4	31.0	27.0	
Actuated g/C Ratio		0.35			0.18		0.22	0.21	0.21	0.25	0.22	
Clearance Time (s)		7.2			7.2		7.7	7.7	7.7	7.7	7.7	
Vehicle Extension (s)		3.0			3.0		3.0	2.5	2.5	3.0	2.5	
Lane Grp Cap (vph)		612			320		126	382	324	132	400	
v/s Ratio Prot		c0.67			c0.36		0.01	0.19		c0.06	0.19	
v/s Ratio Perm							0.06		0.12	c0.39		
v/c Ratio		1.94			2.04		0.28	0.92	0.56	1.78	0.87	
Uniform Delay, d1		40.5			51.0		38.8	48.3	44.2	46.7	46.8	
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		427.6			479.1		1.2	27.6	1.8	379.9	18.6	
Delay (s)		468.1			530.1		40.0	75.9	46.0	426.6	65.3	
Level of Service		F			F		D	E	D	F	E	
Approach Delay (s)		468.1			530.1			55.3			209.7	
Approach LOS		F			F			E			F	

### Intersection Summary

HCM 2000 Control Delay	307.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.94		
Actuated Cycle Length (s)	123.8	Sum of lost time (s)	29.8
Intersection Capacity Utilization	138.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 34: SR A1A & Palm Valley Rd

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	690	30	40	1300	920	520
Future Volume (vph)	690	30	40	1300	920	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1		7.3	7.3	7.3	7.1
Lane Util. Factor	0.97		1.00	0.95	0.95	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	0.95		0.95	1.00	1.00	1.00
Satd. Flow (prot)	3427		1770	3539	3539	1583
Flt Permitted	0.95		0.19	1.00	1.00	1.00
Satd. Flow (perm)	3427		353	3539	3539	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	758	33	44	1429	1011	571
RTOR Reduction (vph)	2	0	0	0	0	105
Lane Group Flow (vph)	789	0	44	1429	1011	466
Turn Type	Prot		pm+pt	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Actuated Green, G (s)	41.8		93.8	93.8	80.6	122.4
Effective Green, g (s)	41.8		93.8	93.8	80.6	122.4
Actuated g/C Ratio	0.28		0.63	0.63	0.54	0.82
Clearance Time (s)	7.1		7.3	7.3	7.3	7.1
Vehicle Extension (s)	3.0		3.0	2.5	2.5	3.0
Lane Grp Cap (vph)	954		276	2213	1901	1291
v/s Ratio Prot	c0.23		0.01	c0.40	0.29	0.10
v/s Ratio Perm			0.09			0.19
v/c Ratio	0.83		0.16	0.65	0.53	0.36
Uniform Delay, d1	50.7		13.9	17.7	22.5	3.6
Progression Factor	1.00		1.00	1.00	0.98	0.00
Incremental Delay, d2	6.0		0.3	1.5	0.8	0.1
Delay (s)	56.7		14.2	19.1	23.0	0.1
Level of Service	E		B	B	C	A
Approach Delay (s)	56.7			19.0	14.7	
Approach LOS	E			B	B	

Intersection Summary

HCM 2000 Control Delay	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 35: SR A1A & ATP Tour Blvd

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	200	100	110	1800	1300	220
Future Volume (vph)	200	100	110	1800	1300	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.6	7.6	7.6	7.6
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.11	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	204	3539	3539	1583
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	225	112	124	2022	1461	247
RTOR Reduction (vph)	0	95	0	0	0	34
Lane Group Flow (vph)	225	17	124	2022	1461	213
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	23.4	23.4	112.2	112.2	95.7	95.7
Effective Green, g (s)	23.4	23.4	112.2	112.2	95.7	95.7
Actuated g/C Ratio	0.16	0.16	0.75	0.75	0.64	0.64
Clearance Time (s)	6.8	6.8	7.6	7.6	7.6	7.6
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	276	246	245	2647	2257	1009
v/s Ratio Prot	c0.13		0.03	c0.57	0.41	
v/s Ratio Perm		0.01	0.35			0.13
v/c Ratio	0.82	0.07	0.51	0.76	0.65	0.21
Uniform Delay, d1	61.2	54.0	13.8	11.1	16.7	11.4
Progression Factor	1.00	1.00	1.52	1.29	1.29	1.59
Incremental Delay, d2	16.7	0.1	1.2	1.6	0.5	0.2
Delay (s)	77.9	54.1	22.2	16.0	22.2	18.2
Level of Service	E	D	C	B	C	B
Approach Delay (s)	70.0			16.3	21.6	
Approach LOS	E			B	C	

### Intersection Summary

HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 39: SR A1A & PGA Tour Blvd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	130	40	360	40	20	80	290	1700	20	70	1600	90
Future Volume (vph)	130	40	360	40	20	80	290	1700	20	70	1600	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5			7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.87			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1612			1802	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.49	1.00			0.21	1.00	0.05	1.00	1.00	0.06	1.00	1.00
Satd. Flow (perm)	913	1612			382	1583	96	3539	1583	106	3539	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	138	43	383	43	21	85	309	1809	21	74	1702	96
RTOR Reduction (vph)	0	198	0	0	0	72	0	0	9	0	0	91
Lane Group Flow (vph)	138	228	0	0	64	13	309	1809	12	74	1702	5
Turn Type	pm+pt	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Over
Protected Phases	7	4			8	1	5	2		1	6	7
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	31.9	31.9			16.3	23.8	103.3	88.5	88.5	77.7	70.2	8.1
Effective Green, g (s)	31.9	31.9			16.3	23.8	103.3	88.5	88.5	77.7	70.2	8.1
Actuated g/C Ratio	0.21	0.21			0.11	0.16	0.69	0.59	0.59	0.52	0.47	0.05
Clearance Time (s)	7.5	7.5			7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	2.5	2.5	3.0	2.5	3.0
Lane Grp Cap (vph)	240	342			41	251	354	2088	933	138	1656	85
v/s Ratio Prot	0.03	c0.14				0.00	c0.15	c0.51		0.03	c0.48	0.00
v/s Ratio Perm	0.09				c0.17	0.01	0.45		0.01	0.25		
v/c Ratio	0.57	0.67			1.56	0.05	0.87	0.87	0.01	0.54	1.03	0.06
Uniform Delay, d1	51.9	54.2			66.8	53.5	50.7	25.8	12.7	26.8	39.9	67.3
Progression Factor	1.00	1.00			1.00	1.00	1.29	0.71	1.00	0.98	0.86	1.00
Incremental Delay, d2	3.3	4.9			342.5	0.1	14.1	3.4	0.0	2.7	25.7	0.2
Delay (s)	55.2	59.1			409.3	53.6	79.4	21.8	12.7	28.8	59.9	67.5
Level of Service	E	E			F	D	E	C	B	C	E	E
Approach Delay (s)		58.1			206.4			30.0			59.1	
Approach LOS		E			F			C			E	























### Intersection Summary

HCM 2000 Control Delay	50.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	114.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
44: SR A1A & Sawgrass Village Dr

04/04/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	10	50	50	10	110	80	2000	20	40	1600	290
Future Volume (vph)	160	10	50	50	10	110	80	2000	20	40	1600	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.3	8.3			7.0	7.0	7.0	7.0	7.0	7.0	7.0	8.3
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.88			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1631			1789	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.39	1.00			0.72	1.00	0.06	1.00	1.00	0.04	1.00	1.00
Satd. Flow (perm)	721	1631			1339	1583	110	3539	1583	83	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	11	53	53	11	116	84	2105	21	42	1684	305
RTOR Reduction (vph)	0	42	0	0	0	78	0	0	8	0	0	78
Lane Group Flow (vph)	168	22	0	0	64	38	84	2105	13	42	1684	227
Turn Type	pm+pt	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4			8	1	5	2		1	6	7
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)	29.8	29.8			11.1	17.8	99.8	91.2	91.2	96.0	89.3	101.0
Effective Green, g (s)	29.8	29.8			11.1	17.8	99.8	91.2	91.2	96.0	89.3	101.0
Actuated g/C Ratio	0.20	0.20			0.07	0.12	0.67	0.61	0.61	0.64	0.60	0.67
Clearance Time (s)	8.3	8.3			7.0	7.0	7.0	7.0	7.0	7.0	7.0	8.3
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	2.5	2.5	3.0	2.5	3.0
Lane Grp Cap (vph)	225	324			99	261	168	2151	962	128	2106	1065
v/s Ratio Prot	c0.06	0.01				0.01	c0.03	c0.59		0.01	0.48	0.02
v/s Ratio Perm	c0.09				0.05	0.02	0.30		0.01	0.19		0.13
v/c Ratio	0.75	0.07			0.65	0.14	0.50	0.98	0.01	0.33	0.80	0.21
Uniform Delay, d1	54.0	48.8			67.5	59.3	22.9	28.5	11.6	34.7	23.4	9.3
Progression Factor	1.00	1.00			1.00	1.00	2.37	0.60	1.00	1.21	1.29	2.55
Incremental Delay, d2	12.6	0.1			13.6	0.3	1.5	11.4	0.0	1.1	2.4	0.1
Delay (s)	66.7	48.9			81.1	59.5	55.8	28.5	11.6	43.0	32.7	23.9
Level of Service	E	D			F	E	E	C	B	D	C	C
Approach Delay (s)		61.8			67.2			29.3			31.6	
Approach LOS		E			E			C			C	

Intersection Summary

HCM 2000 Control Delay	33.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.3
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
48: SR A1A & Thousand Oaks DR

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	90	0	70	30	0	80	20	2100	20	130	1800	30
Future Volume (vph)	90	0	70	30	0	80	20	2100	20	130	1800	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.4		8.4	8.4		7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.94		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1705		1770	1583		1770	3539	1583	1770	3539	1583
Flt Permitted		0.78		0.59	1.00		0.07	1.00	1.00	0.04	1.00	1.00
Satd. Flow (perm)		1366		1104	1583		137	3539	1583	70	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	95	0	74	32	0	84	21	2211	21	137	1895	32
RTOR Reduction (vph)	0	72	0	0	75	0	0	0	7	0	0	9
Lane Group Flow (vph)	0	97	0	32	9	0	21	2211	14	137	1895	23
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		15.8		15.8	15.8		102.8	99.1	99.1	118.8	108.1	108.1
Effective Green, g (s)		15.8		15.8	15.8		102.8	99.1	99.1	118.8	108.1	108.1
Actuated g/C Ratio		0.11		0.11	0.11		0.69	0.66	0.66	0.79	0.72	0.72
Clearance Time (s)		8.4		8.4	8.4		7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)		143		116	166		134	2338	1045	199	2550	1140
v/s Ratio Prot					0.01		0.00	c0.62		c0.06	c0.54	
v/s Ratio Perm		c0.07		0.03			0.10		0.01	0.48		0.01
v/c Ratio		0.68		0.28	0.05		0.16	0.95	0.01	0.69	0.74	0.02
Uniform Delay, d1		64.7		61.8	60.4		12.3	23.0	8.7	51.1	12.6	5.9
Progression Factor		1.00		1.00	1.00		0.61	0.57	1.00	0.90	1.10	1.00
Incremental Delay, d2		12.6		1.3	0.1		0.2	4.3	0.0	5.0	1.0	0.0
Delay (s)		77.2		63.1	60.5		7.7	17.5	8.7	51.2	14.8	6.0
Level of Service		E		E	E		A	B	A	D	B	A
Approach Delay (s)		77.2			61.2			17.3			17.1	
Approach LOS		E			E			B			B	

Intersection Summary

HCM 2000 Control Delay	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.4
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 53: SR A1A & Corona Rd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	20	10	20	210	10	190	10	2000	200	100	1900	10
Future Volume (vph)	20	10	20	210	10	190	10	2000	200	100	1900	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.3			8.3	8.3	6.9	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1729			1778	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.75			0.70	1.00	0.05	1.00	1.00	0.04	1.00	1.00
Satd. Flow (perm)		1327			1299	1583	87	3539	1583	81	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	11	21	221	11	200	11	2105	211	105	2000	11
RTOR Reduction (vph)	0	16	0	0	0	101	0	0	85	0	0	4
Lane Group Flow (vph)	0	37	0	0	232	99	11	2105	126	105	2000	7
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)		32.5			32.5	32.5	87.8	85.3	85.3	102.3	92.9	92.9
Effective Green, g (s)		32.5			32.5	32.5	87.8	85.3	85.3	102.3	92.9	92.9
Actuated g/C Ratio		0.22			0.22	0.22	0.59	0.57	0.57	0.68	0.62	0.62
Clearance Time (s)		8.3			8.3	8.3	6.9	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)		3.0			3.0	3.0	3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)		287			281	342	78	2012	900	168	2191	980
v/s Ratio Prot							0.00	c0.59		c0.04	c0.57	
v/s Ratio Perm		0.03			c0.18	0.06	0.08		0.08	0.38		0.00
v/c Ratio		0.13			0.83	0.29	0.14	1.05	0.14	0.62	0.91	0.01
Uniform Delay, d1		47.3			56.0	49.1	27.9	32.4	15.2	42.7	25.0	10.9
Progression Factor		1.00			1.00	1.00	0.96	0.48	0.60	1.00	1.00	1.00
Incremental Delay, d2		0.2			17.6	0.5	0.4	27.3	0.1	7.1	7.3	0.0
Delay (s)		47.5			73.7	49.6	27.1	43.0	9.3	49.8	32.3	10.9
Level of Service		D			E	D	C	D	A	D	C	B
Approach Delay (s)		47.5			62.5			39.9			33.0	
Approach LOS		D			E			D			C	

### Intersection Summary

HCM 2000 Control Delay	39.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.1
Intersection Capacity Utilization	98.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 24: SR A1A & Library Blvd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	170	0	0	3	90	2000	0	10	2000	80
Future Volume (vph)	20	0	170	0	0	3	90	2000	0	10	2000	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0		7.0		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00		1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00		0.85		0.86		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95		1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770		1583		1611		1770	3539		1770	3539	1583
Flt Permitted	0.95		1.00		1.00		0.06	1.00		0.07	1.00	1.00
Satd. Flow (perm)	1770		1583		1611		118	3539		133	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	21	0	175	0	0	3	93	2062	0	10	2062	82
RTOR Reduction (vph)	0	0	162	0	3	0	0	0	0	0	0	36
Lane Group Flow (vph)	21	0	13	0	0	0	93	2062	0	10	2062	46
Turn Type	Prot		Prot		NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4		4		8		5	2		1	6	
Permitted Phases				8			2			6		6
Actuated Green, G (s)	7.4		7.4		1.0		70.7	62.9		57.1	56.1	56.1
Effective Green, g (s)	7.4		7.4		1.0		70.7	62.9		57.1	56.1	56.1
Actuated g/C Ratio	0.07		0.07		0.01		0.70	0.63		0.57	0.56	0.56
Clearance Time (s)	7.0		7.0		7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0		3.0		3.0		3.0	4.0		3.0	4.0	4.0
Lane Grp Cap (vph)	130		116		16		211	2219		92	1979	885
v/s Ratio Prot	c0.01		0.01		c0.00		c0.03	c0.58		0.00	c0.58	
v/s Ratio Perm							0.27			0.06		0.03
v/c Ratio	0.16		0.11		0.00		0.44	0.93		0.11	1.04	0.05
Uniform Delay, d1	43.5		43.4		49.2		22.8	16.7		18.7	22.1	10.0
Progression Factor	1.00		1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.6		0.4		0.0		1.5	7.6		0.5	32.1	0.0
Delay (s)	44.1		43.8		49.2		24.3	24.3		19.3	54.2	10.1
Level of Service	D		D		D		C	C		B	D	B
Approach Delay (s)		43.8			49.2			24.3			52.4	
Approach LOS		D			D			C			D	

### Intersection Summary

HCM 2000 Control Delay	38.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	100.3	Sum of lost time (s)	28.0
Intersection Capacity Utilization	88.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 58: SR A1A & Solana Rd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↗			↖	↗	↖	↕↕	↗	↖	↕↕	↗
Traffic Volume (vph)	760	120	100	180	80	330	80	1800	70	110	1800	510
Future Volume (vph)	760	120	100	180	80	330	80	1800	70	110	1800	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5			7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.93			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1736			1800	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1736			1800	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	784	124	103	186	82	340	82	1856	72	113	1856	526
RTOR Reduction (vph)	0	20	0	0	0	114	0	0	39	0	0	97
Lane Group Flow (vph)	784	207	0	0	268	226	82	1856	33	113	1856	429
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	8	8		7	7	1	5	2		1	6	8
Permitted Phases						7			2			6
Actuated Green, G (s)	24.5	24.5			14.5	27.3	7.7	68.6	68.6	12.8	73.7	98.2
Effective Green, g (s)	24.5	24.5			14.5	27.3	7.7	68.6	68.6	12.8	73.7	98.2
Actuated g/C Ratio	0.16	0.16			0.10	0.18	0.05	0.46	0.46	0.09	0.49	0.65
Clearance Time (s)	7.5	7.5			7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0
Lane Grp Cap (vph)	560	283			174	288	90	1618	723	151	1738	1115
v/s Ratio Prot	c0.23	0.12			c0.15	0.07	0.05	c0.52		0.06	c0.52	0.06
v/s Ratio Perm						0.08			0.02			0.21
v/c Ratio	1.40	0.73			1.54	0.79	0.91	1.15	0.05	0.75	1.07	0.38
Uniform Delay, d1	62.8	59.6			67.8	58.6	70.8	40.7	22.6	67.0	38.1	12.0
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.22	0.92	1.78
Incremental Delay, d2	190.6	9.3			269.7	13.2	66.1	74.0	0.1	8.2	36.2	0.1
Delay (s)	253.4	69.0			337.4	71.7	136.9	114.7	22.7	89.7	71.5	21.3
Level of Service	F	E			F	E	F	F	C	F	E	C
Approach Delay (s)		212.0			188.8			112.3			61.8	
Approach LOS		F			F			F			E	

### Intersection Summary

HCM 2000 Control Delay	115.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	116.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

67: SR A1A & Marlin Ave

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	160	60	20	2800	2400	40
Future Volume (vph)	160	60	20	2800	2400	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.03	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	64	3539	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	63	21	2947	2526	42
RTOR Reduction (vph)	0	33	0	0	0	8
Lane Group Flow (vph)	168	30	21	2947	2526	34
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	17.2	17.2	119.5	119.5	109.0	109.0
Effective Green, g (s)	17.2	17.2	119.5	119.5	109.0	109.0
Actuated g/C Ratio	0.11	0.11	0.80	0.80	0.73	0.73
Clearance Time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	202	181	93	2819	2571	1150
v/s Ratio Prot	c0.09		0.01	c0.83	0.71	
v/s Ratio Perm		0.02	0.17			0.02
v/c Ratio	0.83	0.17	0.23	1.05	0.98	0.03
Uniform Delay, d1	65.0	59.9	45.3	15.2	19.6	5.7
Progression Factor	1.00	1.00	1.62	1.67	1.00	1.00
Incremental Delay, d2	24.3	0.4	0.1	21.7	14.1	0.0
Delay (s)	89.3	60.4	73.7	47.1	33.7	5.8
Level of Service	F	E	E	D	C	A
Approach Delay (s)	81.4			47.3	33.2	
Approach LOS	F			D	C	

## Intersection Summary

HCM 2000 Control Delay	42.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.1
Intersection Capacity Utilization	97.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 80: Palm Valley Rd & Landrum Lane

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	250	220	220	660	460	180
Future Volume (vph)	250	220	220	660	460	180
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	6.4	6.4	6.4	6.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1805	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.20	1.00	1.00	1.00
Satd. Flow (perm)	1805	1583	368	1863	1863	1583
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	281	247	247	742	517	202
RTOR Reduction (vph)	0	197	0	0	0	132
Lane Group Flow (vph)	281	50	247	742	517	70
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Actuated Green, G (s)	11.7	11.7	34.4	34.4	20.0	20.0
Effective Green, g (s)	11.7	11.7	34.4	34.4	20.0	20.0
Actuated g/C Ratio	0.20	0.20	0.59	0.59	0.34	0.34
Clearance Time (s)	5.6	5.6	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	4.0
Lane Grp Cap (vph)	363	318	410	1103	641	544
v/s Ratio Prot	c0.16		0.08	c0.40	c0.28	
v/s Ratio Perm		0.03	0.27			0.04
v/c Ratio	0.77	0.16	0.60	0.67	0.81	0.13
Uniform Delay, d1	21.9	19.1	8.4	8.0	17.3	13.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.9	0.2	2.5	1.8	7.7	0.1
Delay (s)	31.8	19.4	10.9	9.8	25.0	13.2
Level of Service	C	B	B	A	C	B
Approach Delay (s)	26.0			10.1	21.7	
Approach LOS	C			B	C	

### Intersection Summary

HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	58.1	Sum of lost time (s)	18.4
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

## **Unsignalized No Build AM Reports**

HCM 2010 TWSC  
15: Crossroad Lakes Dr & SR A1A

04/04/2017

Intersection												
Int Delay, s/veh	205.7											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↕	↑	↕	↕	↕			↕			↕	
Traffic Vol, veh/h	10	920	50	20	1100	20	100	0	50	20	0	30
Future Vol, veh/h	10	920	50	20	1100	20	100	0	50	20	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	380	-	380	425	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	1070	58	23	1279	23	116	0	58	23	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1302	0	0	1070	0	0	2448	2442	1070	2459	2430	1291
Stage 1	-	-	-	-	-	-	1093	1093	-	1337	1337	-
Stage 2	-	-	-	-	-	-	1355	1349	-	1122	1093	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	532	-	-	651	-	-	~ 21	31	269	~ 21	32	199
Stage 1	-	-	-	-	-	-	260	290	-	189	222	-
Stage 2	-	-	-	-	-	-	184	219	-	250	290	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	532	-	-	651	-	-	~ 17	29	269	~ 16	30	199
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 17	29	-	~ 16	30	-
Stage 1	-	-	-	-	-	-	254	283	-	185	214	-
Stage 2	-	-	-	-	-	-	146	211	-	192	283	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.1	0.2	\$ 2997.3	\$ 546.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	25	651	-	-	532	-	36
HCM Lane V/C Ratio	6.977	0.036	-	-	0.022	-	1.615
HCM Control Delay (s)	\$ 2997.3	10.7	-	-	11.9	-	\$ 546.4
HCM Lane LOS	F	B	-	-	B	-	F
HCM 95th %tile Q(veh)	21.7	0.1	-	-	0.1	-	6.3

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 79.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	W	W	W
Traffic Vol, veh/h	90	10	40	1300	830	140
Future Vol, veh/h	90	10	40	1300	830	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	465	-	-	260
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	12	48	1548	988	167

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2631	988	0
Stage 1	988	-	-
Stage 2	1643	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 26	300	699
Stage 1	361	-	-
Stage 2	173	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	~ 24	300	699
Mov Cap-2 Maneuver	~ 24	-	-
Stage 1	361	-	-
Stage 2	161	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 1914.9	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	699	-	26	-	-
HCM Lane V/C Ratio	0.068	-	4.579	-	-
HCM Control Delay (s)	10.5	\$	1914.9	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.2	-	14.7	-	-

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



HCM 2010 TWSC  
28: SR A1A & Sawgrass Dr

04/04/2017

Intersection

Int Delay, s/veh 1082.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗	↗	↖	↗	↗
Traffic Vol, veh/h	70	10	10	40	10	140	30	1200	40	150	780	40
Future Vol, veh/h	70	10	10	40	10	140	30	1200	40	150	780	40
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	-	-	0	-	-	0	150	-	150	230	-	375
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	81	12	12	47	12	163	35	1395	47	174	907	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2029	2721	453	2273	2721	698	907	0	0	1395	0	0
Stage 1	1256	1256	-	1465	1465	-	-	-	-	-	-	-
Stage 2	773	1465	-	808	1256	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 34	20	554	~ 22	20	383	746	-	-	486	-	-
Stage 1	181	241	-	134	191	-	-	-	-	-	-	-
Stage 2	358	191	-	341	241	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 2	12	554	~ 2	12	383	746	-	-	486	-	-
Mov Cap-2 Maneuver	~ 2	12	-	~ 2	12	-	-	-	-	-	-	-
Stage 1	173	155	-	128	182	-	-	-	-	-	-	-
Stage 2	184	182	-	198	155	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 21320.3	\$ 4248.6	0.2	2.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	746	-	-	2	554	2	383	486	-	-
HCM Lane V/C Ratio	0.047	-	-	46.512	0.021	29.07	0.425	0.359	-	-
HCM Control Delay (s)	10.1	-	\$ 23983.9	11.6	6085.3	21.2	16.5	-	-	-
HCM Lane LOS	B	-	-	F	B	F	C	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	13.9	0.1	9.3	2.1	1.6	-	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 241.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	↑
Traffic Vol, veh/h	40	70	20	2800	2400	20
Future Vol, veh/h	40	70	20	2800	2400	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	185	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	76	22	3043	2609	22

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	4174	1304	2609 0
Stage 1	2609	-	- -
Stage 2	1565	-	- -
Critical Hdwy	6.84	6.94	4.14 -
Critical Hdwy Stg 1	5.84	-	- -
Critical Hdwy Stg 2	5.84	-	- -
Follow-up Hdwy	3.52	3.32	2.22 -
Pot Cap-1 Maneuver	~ 2	151	162 -
Stage 1	~ 41	-	- -
Stage 2	158	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	~ 2	151	162 -
Mov Cap-2 Maneuver	~ 2	-	- -
Stage 1	~ 41	-	- -
Stage 2	137	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	\$ 11739.3	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	162	-	5	-	-
HCM Lane V/C Ratio	0.134	-	23.913	-	-
HCM Control Delay (s)	30.6	\$	11739.3	-	-
HCM Lane LOS	D	-	F	-	-
HCM 95th %tile Q(veh)	0.5	-	17	-	-

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	20	20	20	560	420	10
Future Vol, veh/h	20	20	20	560	420	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	21	21	583	438	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1068	443	448	0	0
Stage 1	443	-	-	-	-
Stage 2	625	-	-	-	-
Critical Hdwy	7.12	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	199	615	1112	-	-
Stage 1	594	-	-	-	-
Stage 2	473	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	195	615	1112	-	-
Mov Cap-2 Maneuver	195	-	-	-	-
Stage 1	577	-	-	-	-
Stage 2	460	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.1	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1112	-	296	-	-
HCM Lane V/C Ratio	0.019	-	0.141	-	-
HCM Control Delay (s)	8.3	0	19.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

**Intersection**

Int Delay, s/veh 4495.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	↖	↗	↕	↗	↖	↕
Traffic Vol, veh/h	350	20	1800	530	100	1700
Future Vol, veh/h	350	20	1800	530	100	1700
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	325	-	0	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	372	21	1915	564	106	1809

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	3936	1915	0
Stage 1	1915	-	-
Stage 2	2021	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 4	84	309
Stage 1	~ 127	-	-
Stage 2	~ 112	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 3	84	309
Mov Cap-2 Maneuver	~ 3	-	-
Stage 1	~ 127	-	-
Stage 2	~ 74	-	-

Approach	NW	NE	SW
HCM Control Delay, s	\$ 54670	0	1.3
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NERNWLn1NWLn2	SWL	SWT
Capacity (veh/h)	-	3	84	309
HCM Lane V/C Ratio	-	124.113	0.253	0.344
HCM Control Delay (s)	-	\$ 57790.5	61.8	22.6
HCM Lane LOS	-	F	F	C
HCM 95th %tile Q(veh)	-	49	0.9	1.5

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 17.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↕		↖	↗			↖	↗
Traffic Vol, veh/h	80	10	60	10	10	10	60	860	10	10	550	40
Future Vol, veh/h	80	10	60	10	10	10	60	860	10	10	550	40
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	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	-	200	-	-	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	98	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	82	10	62	10	10	10	62	887	10	10	567	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1609	1598	567	1603	1598	887	567	0	0	887	0	0
Stage 1	588	588	-	1010	1010	-	-	-	-	-	-	-
Stage 2	1021	1010	-	593	588	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	85	107	527	86	107	346	1015	-	-	772	-	-
Stage 1	499	499	-	292	320	-	-	-	-	-	-	-
Stage 2	288	320	-	496	499	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 71	98	527	66	98	346	1015	-	-	772	-	-
Mov Cap-2 Maneuver	~ 71	98	-	66	98	-	-	-	-	-	-	-
Stage 1	469	489	-	274	300	-	-	-	-	-	-	-
Stage 2	253	300	-	420	489	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	181	52.4	0.6	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1015	-	-	73	527	106	772	-	-
HCM Lane V/C Ratio	0.061	-	-	1.27	0.117	0.292	0.013	-	-
HCM Control Delay (s)	8.8	-	-	293.4	12.7	52.4	9.7	-	-
HCM Lane LOS	A	-	-	F	B	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	7.3	0.4	1.1	0	-	-

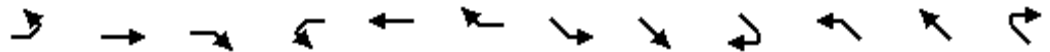
**Notes**  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

## **Signalized No Build PM Reports**

# HCM Signalized Intersection Capacity Analysis

## 11: SR A1A & Mickler Rd

6/20/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕		↗	↖	↗	↖	↗	↖
Traffic Volume (vph)	490	50	50	150	550	170	50	520	670	150	290	10
Future Volume (vph)	490	50	50	150	550	170	50	520	670	150	290	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2			7.2		7.7	7.7	7.7	7.7	7.7	
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.99			0.97		1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.96			0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1768			1798		1770	1863	1583	1770	1854	
Flt Permitted		0.96			0.99		0.41	1.00	1.00	0.16	1.00	
Satd. Flow (perm)		1768			1798		767	1863	1583	291	1854	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	505	52	52	155	567	175	52	536	691	155	299	10
RTOR Reduction (vph)	0	3	0	0	9	0	0	0	438	0	1	0
Lane Group Flow (vph)	0	606	0	0	888	0	52	536	253	155	308	0
Turn Type	Split	NA		Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases							6		6	2		
Actuated Green, G (s)		23.8			17.8		28.0	24.8	24.8	29.6	25.6	
Effective Green, g (s)		23.8			17.8		28.0	24.8	24.8	29.6	25.6	
Actuated g/C Ratio		0.24			0.18		0.28	0.25	0.25	0.30	0.26	
Clearance Time (s)		7.2			7.2		7.7	7.7	7.7	7.7	7.7	
Vehicle Extension (s)		3.0			3.0		3.0	2.5	2.5	3.0	2.5	
Lane Grp Cap (vph)		419			319		246	461	391	145	473	
v/s Ratio Prot		c0.34			c0.49		0.01	c0.29		c0.04	0.17	
v/s Ratio Perm							0.05		0.16	0.27		
v/c Ratio		1.45			2.78		0.21	1.16	0.65	1.07	0.65	
Uniform Delay, d1		38.2			41.2		27.1	37.7	33.8	35.6	33.3	
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		213.9			811.3		0.4	94.8	3.2	94.3	2.8	
Delay (s)		252.1			852.5		27.5	132.5	37.0	130.0	36.1	
Level of Service		F			F		C	F	D	F	D	
Approach Delay (s)		252.1			852.5			76.6			67.5	
Approach LOS		F			F			E			E	

### Intersection Summary

HCM 2000 Control Delay	322.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.66		
Actuated Cycle Length (s)	100.2	Sum of lost time (s)	29.8
Intersection Capacity Utilization	140.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 34: SR A1A & Palm Valley Rd

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	570	30	30	1000	1300	770
Future Volume (vph)	570	30	30	1000	1300	770
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1		7.3	7.3	7.3	7.1
Lane Util. Factor	0.97		1.00	0.95	0.95	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	0.95		0.95	1.00	1.00	1.00
Satd. Flow (prot)	3424		1770	3539	3539	1583
Flt Permitted	0.95		0.12	1.00	1.00	1.00
Satd. Flow (perm)	3424		219	3539	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	594	31	31	1042	1354	802
RTOR Reduction (vph)	3	0	0	0	0	136
Lane Group Flow (vph)	622	0	31	1042	1354	666
Turn Type	Prot		pm+pt	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Actuated Green, G (s)	35.0		100.6	100.6	89.1	124.1
Effective Green, g (s)	35.0		100.6	100.6	89.1	124.1
Actuated g/C Ratio	0.23		0.67	0.67	0.59	0.83
Clearance Time (s)	7.1		7.3	7.3	7.3	7.1
Vehicle Extension (s)	3.0		3.0	2.5	2.5	3.0
Lane Grp Cap (vph)	798		190	2373	2102	1309
v/s Ratio Prot	c0.18		0.00	c0.29	c0.38	0.12
v/s Ratio Perm			0.10			0.30
v/c Ratio	0.78		0.16	0.44	0.64	0.51
Uniform Delay, d1	53.9		14.1	11.5	20.0	3.9
Progression Factor	1.00		1.00	1.00	1.04	1.57
Incremental Delay, d2	4.8		0.4	0.6	0.7	0.1
Delay (s)	58.7		14.5	12.1	21.6	6.2
Level of Service	E		B	B	C	A
Approach Delay (s)	58.7			12.2	15.9	
Approach LOS	E			B	B	

### Intersection Summary

HCM 2000 Control Delay	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 35: SR A1A & ATP Tour Blvd

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	330	160	100	1500	1900	270
Future Volume (vph)	330	160	100	1500	1900	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.6	7.6	7.6	7.6
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.04	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	78	3539	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	340	165	103	1546	1959	278
RTOR Reduction (vph)	0	101	0	0	0	33
Lane Group Flow (vph)	340	64	103	1546	1959	245
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	31.1	31.1	104.5	104.5	88.0	88.0
Effective Green, g (s)	31.1	31.1	104.5	104.5	88.0	88.0
Actuated g/C Ratio	0.21	0.21	0.70	0.70	0.59	0.59
Clearance Time (s)	6.8	6.8	7.6	7.6	7.6	7.6
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	366	328	154	2465	2076	928
v/s Ratio Prot	c0.19		0.04	c0.44	c0.55	
v/s Ratio Perm		0.04	0.42			0.15
v/c Ratio	0.93	0.20	0.67	0.63	0.94	0.26
Uniform Delay, d1	58.4	49.1	42.4	12.3	28.7	15.2
Progression Factor	1.00	1.00	1.08	1.39	0.76	0.84
Incremental Delay, d2	29.3	0.3	9.3	1.1	1.2	0.1
Delay (s)	87.6	49.4	54.9	18.1	23.1	12.8
Level of Service	F	D	D	B	C	B
Approach Delay (s)	75.2			20.4	21.8	
Approach LOS	E			C	C	

### Intersection Summary

HCM 2000 Control Delay	27.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 39: SR A1A & PGA Tour Blvd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	50	530	30	50	80	290	1600	20	100	2000	90
Future Volume (vph)	180	50	530	30	50	80	290	1600	20	100	2000	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5			7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.86			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1608			1828	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.56	1.00			0.11	1.00	0.06	1.00	1.00	0.06	1.00	1.00
Satd. Flow (perm)	1049	1608			207	1583	106	3539	1583	119	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	189	53	558	32	53	84	305	1684	21	105	2105	95
RTOR Reduction (vph)	0	136	0	0	0	62	0	0	11	0	0	91
Lane Group Flow (vph)	189	475	0	0	85	22	305	1684	10	105	2105	4
Turn Type	pm+pt	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Over
Protected Phases	7	4			8	1	5	2		1	6	7
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	44.5	44.5			30.5	39.8	90.7	74.1	74.1	72.0	62.7	6.5
Effective Green, g (s)	44.5	44.5			30.5	39.8	90.7	74.1	74.1	72.0	62.7	6.5
Actuated g/C Ratio	0.30	0.30			0.20	0.27	0.60	0.49	0.49	0.48	0.42	0.04
Clearance Time (s)	7.5	7.5			7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	2.5	2.5	3.0	2.5	3.0
Lane Grp Cap (vph)	342	477			42	420	293	1748	782	159	1479	68
v/s Ratio Prot	0.02	c0.30				0.00	c0.14	c0.48		0.04	c0.59	0.00
v/s Ratio Perm	0.14				c0.41	0.01	0.48		0.01	0.28		
v/c Ratio	0.55	1.00			2.02	0.05	1.04	0.96	0.01	0.66	1.42	0.06
Uniform Delay, d1	45.2	52.7			59.8	41.1	52.5	36.6	19.3	32.9	43.6	68.8
Progression Factor	1.00	1.00			1.00	1.00	1.18	0.73	1.00	1.24	0.70	1.00
Incremental Delay, d2	1.9	40.0			533.8	0.1	57.2	12.1	0.0	4.8	192.4	0.2
Delay (s)	47.1	92.7			593.6	41.1	119.2	38.9	19.4	45.5	223.0	69.0
Level of Service	D	F			F	D	F	D	B	D	F	E
Approach Delay (s)		81.9			319.0			50.9			208.5	
Approach LOS		F			F			D			F	

### Intersection Summary

HCM 2000 Control Delay	132.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.54		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	125.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 44: SR A1A & Sawgrass Village Dr

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	470	30	230	30	20	50	150	1900	60	70	1800	330
Future Volume (vph)	470	30	230	30	20	50	150	1900	60	70	1800	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.3	8.3			8.3	7.0	7.0	7.0	7.0	7.0	7.0	8.3
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.87			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1616			1809	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.35	1.00			0.67	1.00	0.05	1.00	1.00	0.05	1.00	1.00
Satd. Flow (perm)	653	1616			1251	1583	94	3539	1583	97	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	485	31	237	31	21	52	155	1959	62	72	1856	340
RTOR Reduction (vph)	0	79	0	0	0	47	0	0	29	0	0	104
Lane Group Flow (vph)	485	189	0	0	52	5	155	1959	33	72	1856	236
Turn Type	pm+pt	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4			8	1	5	2		1	6	7
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)	40.8	40.8			7.8	15.2	89.5	79.5	79.5	84.3	76.9	101.6
Effective Green, g (s)	40.8	40.8			7.8	15.2	89.5	79.5	79.5	84.3	76.9	101.6
Actuated g/C Ratio	0.27	0.27			0.05	0.10	0.60	0.53	0.53	0.56	0.51	0.68
Clearance Time (s)	8.3	8.3			8.3	7.0	7.0	7.0	7.0	7.0	7.0	8.3
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	2.5	2.5	3.0	2.5	3.0
Lane Grp Cap (vph)	361	439			65	160	167	1875	838	137	1814	1072
v/s Ratio Prot	c0.22	0.12				0.00	c0.06	c0.55		0.03	0.52	0.04
v/s Ratio Perm	c0.14				0.04	0.00	0.49		0.02	0.27		0.11
v/c Ratio	1.34	0.43			0.80	0.03	0.93	1.04	0.04	0.53	1.02	0.22
Uniform Delay, d1	51.3	45.0			70.3	60.8	48.0	35.2	16.9	33.4	36.5	9.2
Progression Factor	1.00	1.00			1.00	1.00	1.52	0.51	1.00	1.00	1.00	1.00
Incremental Delay, d2	172.1	0.7			48.8	0.1	34.0	29.1	0.1	3.6	27.2	0.1
Delay (s)	223.4	45.7			119.2	60.9	107.1	47.1	17.0	37.0	63.8	9.3
Level of Service	F	D			F	E	F	D	B	D	E	A
Approach Delay (s)		160.1			90.0			50.5			54.7	
Approach LOS		F			F			D			D	

Intersection Summary

HCM 2000 Control Delay	68.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	30.6
Intersection Capacity Utilization	109.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
48: SR A1A & Thousand Oaks DR

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↕	↘	↙	↕	↘
Traffic Volume (vph)	40	0	30	15	10	20	80	2100	40	60	2200	70
Future Volume (vph)	40	0	30	15	10	20	80	2100	40	60	2200	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.4		8.4	8.4		7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.94		1.00	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1707		1770	1673		1770	3539	1583	1770	3539	1583
Flt Permitted		0.80		0.76	1.00		0.03	1.00	1.00	0.04	1.00	1.00
Satd. Flow (perm)		1413		1415	1673		65	3539	1583	80	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	42	0	31	16	10	21	83	2188	42	62	2292	73
RTOR Reduction (vph)	0	69	0	0	20	0	0	0	10	0	0	18
Lane Group Flow (vph)	0	4	0	16	11	0	83	2188	32	63	2292	55
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		7.7		7.7	7.7		122.4	115.0	115.0	120.2	113.9	113.9
Effective Green, g (s)		7.7		7.7	7.7		122.4	115.0	115.0	120.2	113.9	113.9
Actuated g/C Ratio		0.05		0.05	0.05		0.81	0.76	0.76	0.79	0.75	0.75
Clearance Time (s)		8.4		8.4	8.4		7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)		71		71	85		135	2688	1202	133	2662	1190
v/s Ratio Prot					0.01		c0.03	0.62		0.02	c0.65	
v/s Ratio Perm		0.00		c0.01			0.47		0.02	0.35		0.03
v/c Ratio		0.05		0.23	0.13		0.61	0.81	0.03	0.47	0.86	0.05
Uniform Delay, d1		68.4		69.0	68.7		38.5	11.5	4.5	20.8	13.2	4.8
Progression Factor		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.3		1.6	0.7		8.1	2.8	0.0	2.7	3.9	0.1
Delay (s)		68.7		70.6	69.3		46.6	14.3	4.5	23.5	17.1	4.9
Level of Service		E		E	E		D	B	A	C	B	A
Approach Delay (s)		68.7			69.8			15.3			16.9	
Approach LOS		E			E			B			B	

Intersection Summary






















HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	151.4	Sum of lost time (s)	22.4
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 53: SR A1A & Corona Rd

04/04/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	0	20	200	10	140	20	2000	200	150	2200	20
Future Volume (vph)	30	0	20	200	10	140	20	2000	200	150	2200	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.3			8.3	8.3	6.9	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1711			1778	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.60			0.70	1.00	0.05	1.00	1.00	0.04	1.00	1.00
Satd. Flow (perm)		1054			1300	1583	90	3539	1583	83	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	0	21	211	11	147	21	2105	211	158	2316	21
RTOR Reduction (vph)	0	42	0	0	0	104	0	0	86	0	0	8
Lane Group Flow (vph)	0	11	0	0	222	43	21	2105	125	158	2316	13
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)		31.3			31.3	31.3	86.8	82.9	82.9	103.5	92.7	92.7
Effective Green, g (s)		31.3			31.3	31.3	86.8	82.9	82.9	103.5	92.7	92.7
Actuated g/C Ratio		0.21			0.21	0.21	0.58	0.55	0.55	0.69	0.62	0.62
Clearance Time (s)		8.3			8.3	8.3	6.9	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)		3.0			3.0	3.0	3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)		219			271	330	95	1955	874	211	2187	978
v/s Ratio Prot							0.01	0.59		c0.07	c0.65	
v/s Ratio Perm		0.01			c0.17	0.03	0.12		0.08	0.45		0.01
v/c Ratio		0.05			0.82	0.13	0.22	1.08	0.14	0.75	1.06	0.01
Uniform Delay, d1		47.5			56.6	48.3	34.5	33.5	16.3	49.3	28.6	11.0
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.47	0.46	1.00
Incremental Delay, d2		0.1			17.3	0.2	1.2	44.5	0.3	8.2	33.4	0.0
Delay (s)		47.6			73.9	48.5	35.6	78.1	16.6	80.6	46.5	11.0
Level of Service		D			E	D	D	E	B	F	D	B
Approach Delay (s)		47.6			63.8			72.2			48.3	
Approach LOS		D			E			E			D	

### Intersection Summary

HCM 2000 Control Delay	60.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.1
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 24: SR A1A & Library Blvd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	200	0	0	3	140	1900	1	10	2100	70
Future Volume (vph)	20	0	200	0	0	3	140	1900	1	10	2100	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0		7.0		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00		1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00		0.85		0.86		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95		1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770		1583		1611		1770	3539		1770	3539	1583
Flt Permitted	0.95		1.00		1.00		0.04	1.00		0.07	1.00	1.00
Satd. Flow (perm)	1770		1583		1611		70	3539		131	3539	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	20	0	204	0	0	3	143	1939	1	10	2143	71
RTOR Reduction (vph)	0	0	176	0	3	0	0	0	0	0	0	24
Lane Group Flow (vph)	20	0	28	0	0	0	143	1940	0	10	2143	47
Turn Type	Prot		Prot		NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4		4		8		5	2		1	6	
Permitted Phases				8			2			6		6
Actuated Green, G (s)	8.7		8.7		1.2		119.1	109.7		102.5	100.1	100.1
Effective Green, g (s)	8.7		8.7		1.2		119.1	109.7		102.5	100.1	100.1
Actuated g/C Ratio	0.06		0.06		0.01		0.79	0.73		0.68	0.67	0.67
Clearance Time (s)	7.0		7.0		7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0		3.0		3.0		3.0	4.0		3.0	4.0	4.0
Lane Grp Cap (vph)	102		91		12		191	2588		115	2361	1056
v/s Ratio Prot	0.01		c0.02		c0.00		c0.06	c0.55		0.00	c0.61	
v/s Ratio Perm							0.54			0.06		0.03
v/c Ratio	0.20		0.31		0.00		0.75	0.75		0.09	0.91	0.04
Uniform Delay, d1	67.3		67.8		73.8		50.9	12.0		12.2	21.1	8.6
Progression Factor	1.00		1.00		1.00		1.55	1.15		0.69	0.61	1.00
Incremental Delay, d2	0.9		1.9		0.1		1.5	0.1		0.0	0.7	0.0
Delay (s)	68.3		69.7		73.9		80.3	13.9		8.4	13.5	8.6
Level of Service	E		E		E		F	B		A	B	A
Approach Delay (s)		69.5			73.9			18.4			13.3	
Approach LOS		E			E			B			B	

### Intersection Summary

HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	92.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 58: SR A1A & Solana Rd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	690	100	90	150	120	240	50	1800	70	160	1900	680
Future Volume (vph)	690	100	90	150	120	240	50	1800	70	160	1900	680
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5			7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.93			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1730			1812	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1730			1812	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	697	101	91	152	121	242	51	1818	71	162	1919	687
RTOR Reduction (vph)	0	22	0	0	0	115	0	0	38	0	0	67
Lane Group Flow (vph)	697	170	0	0	273	127	51	1818	33	162	1919	620
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	8	8		7	7	1	5	2		1	6	8
Permitted Phases						7			2			6
Actuated Green, G (s)	23.5	23.5			13.5	26.2	5.4	70.7	70.7	12.7	78.0	101.5
Effective Green, g (s)	23.5	23.5			13.5	26.2	5.4	70.7	70.7	12.7	78.0	101.5
Actuated g/C Ratio	0.16	0.16			0.09	0.17	0.04	0.47	0.47	0.08	0.52	0.68
Clearance Time (s)	7.5	7.5			7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0
Lane Grp Cap (vph)	537	271			163	276	63	1668	746	149	1840	1150
v/s Ratio Prot	c0.20	0.10			c0.15	0.04	0.03	c0.51		0.09	c0.54	0.08
v/s Ratio Perm						0.04			0.02			0.31
v/c Ratio	1.30	0.63			1.67	0.46	0.81	1.09	0.04	1.09	1.04	0.54
Uniform Delay, d1	63.2	59.2			68.2	55.6	71.8	39.6	21.4	68.7	36.0	12.3
Progression Factor	1.00	1.00			1.00	1.00	0.77	0.57	1.00	0.83	1.48	1.92
Incremental Delay, d2	147.4	4.5			329.0	1.2	40.5	48.4	0.1	49.9	21.3	0.0
Delay (s)	210.6	63.6			397.2	56.8	95.5	70.9	21.5	107.1	74.5	23.7
Level of Service	F	E			F	E	F	E	C	F	E	C
Approach Delay (s)		178.9			237.3			69.7			63.8	
Approach LOS		F			F			E			E	

### Intersection Summary

HCM 2000 Control Delay	97.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	117.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 67: SR A1A & Marlin Ave

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	140	40	70	2600	2800	160
Future Volume (vph)	140	40	70	2600	2800	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.04	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	65	3539	3539	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	143	41	71	2653	2857	163
RTOR Reduction (vph)	0	25	0	0	0	29
Lane Group Flow (vph)	143	16	71	2653	2857	134
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	15.8	15.8	120.9	120.9	107.0	107.0
Effective Green, g (s)	15.8	15.8	120.9	120.9	107.0	107.0
Actuated g/C Ratio	0.11	0.11	0.81	0.81	0.71	0.71
Clearance Time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	186	166	133	2852	2524	1129
v/s Ratio Prot	c0.08		0.03	c0.75	c0.81	
v/s Ratio Perm		0.01	0.40			0.08
v/c Ratio	0.77	0.10	0.53	0.93	1.13	0.12
Uniform Delay, d1	65.3	60.6	46.5	11.3	21.5	6.7
Progression Factor	1.00	1.00	1.11	0.61	1.00	1.00
Incremental Delay, d2	17.2	0.3	0.4	0.7	65.0	0.2
Delay (s)	82.6	60.9	52.1	7.6	86.5	6.9
Level of Service	F	E	D	A	F	A
Approach Delay (s)	77.7			8.8	82.2	
Approach LOS	E			A	F	

### Intersection Summary

HCM 2000 Control Delay	48.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.1
Intersection Capacity Utilization	96.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 80: Palm Valley Rd & Landrum Lane

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	100	100	100	540	900	120
Future Volume (vph)	100	100	100	540	900	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	6.4	6.4	6.4	6.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	105	105	568	947	126
RTOR Reduction (vph)	0	93	0	0	0	23
Lane Group Flow (vph)	105	12	105	568	947	103
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8				2
Actuated Green, G (s)	12.3	12.3	11.4	81.4	63.6	63.6
Effective Green, g (s)	12.3	12.3	11.4	81.4	63.6	63.6
Actuated g/C Ratio	0.12	0.12	0.11	0.77	0.60	0.60
Clearance Time (s)	5.6	5.6	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	4.0
Lane Grp Cap (vph)	205	184	190	1434	1120	952
v/s Ratio Prot	c0.06		c0.06	0.30	c0.51	
v/s Ratio Perm		0.01				0.06
v/c Ratio	0.51	0.07	0.55	0.40	0.85	0.11
Uniform Delay, d1	43.9	41.6	44.7	4.0	17.1	9.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	0.2	3.5	0.2	6.3	0.1
Delay (s)	46.0	41.7	48.2	4.3	23.3	9.0
Level of Service	D	D	D	A	C	A
Approach Delay (s)	43.9			11.1	21.7	
Approach LOS	D			B	C	

### Intersection Summary

HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	105.7	Sum of lost time (s)	18.4
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

## **Unsignalized No Build PM Reports**

HCM 2010 TWSC  
 15: Crossroad Lakes Dr & SR A1A

04/04/2017

**Intersection**

Int Delay, s/veh 25.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↑	↗	↖	↗		↕				↕	
Traffic Vol, veh/h	30	1200	90	50	880	10	40	0	30	10	0	10
Future Vol, veh/h	30	1200	90	50	880	10	40	0	30	10	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	380	-	380	425	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	1263	95	53	926	11	42	0	32	11	0	11

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	937	0	0	1263	0	0	2368	2368	1263	2379	2363	932
Stage 1	-	-	-	-	-	-	1326	1326	-	1037	1037	-
Stage 2	-	-	-	-	-	-	1042	1042	-	1342	1326	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	731	-	-	550	-	-	~ 24	35	207	24	35	323
Stage 1	-	-	-	-	-	-	192	225	-	279	308	-
Stage 2	-	-	-	-	-	-	277	307	-	188	225	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	731	-	-	550	-	-	~ 21	30	207	18	30	323
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 21	30	-	18	30	-
Stage 1	-	-	-	-	-	-	184	215	-	267	278	-
Stage 2	-	-	-	-	-	-	242	277	-	152	215	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0.7	\$ 788.5	217.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	34	550	-	-	731	-	-
HCM Lane V/C Ratio	2.167	0.096	-	-	0.043	-	-
HCM Control Delay (s)	\$ 788.5	12.2	-	-	10.1	-	-
HCM Lane LOS	F	B	-	-	B	-	-
HCM 95th %tile Q(veh)	8.3	0.3	-	-	0.1	-	-

**Notes**  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 23.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	W	W	W
Traffic Vol, veh/h	80	10	10	980	1200	120
Future Vol, veh/h	80	10	10	980	1200	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	465	-	-	260
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	10	10	1010	1237	124

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2268	1237	0
Stage 1	1237	-	-
Stage 2	1031	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 45	215	563
Stage 1	274	-	-
Stage 2	344	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	~ 44	215	563
Mov Cap-2 Maneuver	~ 44	-	-
Stage 1	274	-	-
Stage 2	338	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 620.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	563	-	48	-	-
HCM Lane V/C Ratio	0.018	-	1.933	-	-
HCM Control Delay (s)	11.5	-	\$ 620.5	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	9.3	-	-

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 53.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗	↗	↖	↗	↗
Traffic Vol, veh/h	50	10	20	30	10	160	20	880	40	170	1000	60
Future Vol, veh/h	50	10	20	30	10	160	20	880	40	170	1000	60
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	-	-	0	-	-	0	150	-	150	230	-	375
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	10	21	31	10	167	21	917	42	177	1042	63

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1901	2354	521	1838	2354	458	1042	0	0	917	0	0
Stage 1	1396	1396	-	958	958	-	-	-	-	-	-	-
Stage 2	505	958	-	880	1396	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 42	35	500	47	35	550	663	-	-	740	-	-
Stage 1	148	206	-	276	334	-	-	-	-	-	-	-
Stage 2	518	334	-	308	206	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 16	26	500	~ 25	26	550	663	-	-	740	-	-
Mov Cap-2 Maneuver	~ 16	26	-	~ 25	26	-	-	-	-	-	-	-
Stage 1	143	157	-	267	323	-	-	-	-	-	-	-
Stage 2	338	323	-	210	157	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 1250.7	143.6	0.2	1.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	663	-	-	17	500	25	550	740	-	-
HCM Lane V/C Ratio	0.031	-	-	3.676	0.042	1.667	0.303	0.239	-	-
HCM Control Delay (s)	10.6	-	-	\$ 1663.4	12.5	\$ 660.2	14.4	11.4	-	-
HCM Lane LOS	B	-	-	F	B	F	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	8.5	0.1	5.1	1.3	0.9	-	-

**Notes**  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 139.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	↑
Traffic Vol, veh/h	20	30	30	2500	2700	40
Future Vol, veh/h	20	30	30	2500	2700	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	185	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	32	32	2632	2842	42

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	4221	1421	2842 0
Stage 1	2842	-	- -
Stage 2	1379	-	- -
Critical Hdwy	6.84	6.94	4.14 -
Critical Hdwy Stg 1	5.84	-	- -
Critical Hdwy Stg 2	5.84	-	- -
Follow-up Hdwy	3.52	3.32	2.22 -
Pot Cap-1 Maneuver	~ 1	126	131 -
Stage 1	30	-	- -
Stage 2	199	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	~ 1	126	131 -
Mov Cap-2 Maneuver	~ 1	-	- -
Stage 1	30	-	- -
Stage 2	150	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	\$ 14833.2	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	131	-	2	-	-
HCM Lane V/C Ratio	0.241	-	26.316	-	-
HCM Control Delay (s)	41	\$ 14833.2	-	-	-
HCM Lane LOS	E	-	F	-	-
HCM 95th %tile Q(veh)	0.9	-	8.6	-	-

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	1	
Traffic Vol, veh/h	20	20	10	360	590	40
Future Vol, veh/h	20	20	10	360	590	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	22	11	400	656	44

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	1100	678	700	0
Stage 1	678	-	-	-
Stage 2	422	-	-	-
Critical Hdwy	6.42	6.22	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-
Pot Cap-1 Maneuver	235	452	897	-
Stage 1	504	-	-	-
Stage 2	662	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	231	452	897	-
Mov Cap-2 Maneuver	231	-	-	-
Stage 1	504	-	-	-
Stage 2	651	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.8	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	897	-	306	-	-
HCM Lane V/C Ratio	0.012	-	0.145	-	-
HCM Control Delay (s)	9.1	0	18.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

HCM 2010 TWSC  
 4: Palm Valley Rd & Roscoe Blvd

04/04/2017

**Intersection**

Int Delay, s/veh 2045.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	↖	↗	↕	↗	↖	↕
Traffic Vol, veh/h	350	30	1100	240	20	2000
Future Vol, veh/h	350	30	1100	240	20	2000
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	325	-	0	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	380	33	1196	261	22	2174

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	3413	1196	0	0	1196	0
Stage 1	1196	-	-	-	-	-
Stage 2	2217	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 8	227	-	-	584	-
Stage 1	~ 287	-	-	-	-	-
Stage 2	~ 89	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	~ 8	227	-	-	584	-
Mov Cap-2 Maneuver	~ 8	-	-	-	-	-
Stage 1	~ 287	-	-	-	-	-
Stage 2	~ 86	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	\$ 20131	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	NWLn1	NWLn2	SWL	SWT
Capacity (veh/h)	-	-	8	227	584	-
HCM Lane V/C Ratio	-	-47.554	0.144	0.037	-	-
HCM Control Delay (s)	-	\$ 21854.5	23.5	11.4	-	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	49.4	0.5	0.1	-

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



Intersection												
Int Delay, s/veh	20.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↕		↖	↗			↖	↗
Traffic Vol, veh/h	70	10	70	10	10	10	50	590	10	10	940	50
Future Vol, veh/h	70	10	70	10	10	10	50	590	10	10	940	50
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	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	-	200	-	-	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	11	74	11	11	11	53	621	11	11	989	53

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1748	1737	989	1742	1737	621	989	0	0	621	0	0
Stage 1	1011	1011	-	726	726	-	-	-	-	-	-	-
Stage 2	737	726	-	1016	1011	-	-	-	-	-	-	-
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	~ 67	87	299	68	87	487	699	-	-	960	-	-
Stage 1	289	317	-	416	430	-	-	-	-	-	-	-
Stage 2	410	430	-	287	317	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 54	78	299	42	78	487	699	-	-	960	-	-
Mov Cap-2 Maneuver	~ 54	78	-	42	78	-	-	-	-	-	-	-
Stage 1	267	308	-	384	397	-	-	-	-	-	-	-
Stage 2	361	397	-	203	308	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	233.8	79.5	0.8	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	699	-	-	56	299	78	960	-	-
HCM Lane V/C Ratio	0.075	-	-	1.504	0.246	0.405	0.011	-	-
HCM Control Delay (s)	10.6	-	-	\$ 420	20.9	79.5	8.8	-	-
HCM Lane LOS	B	-	-	F	C	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	7.7	0.9	1.6	0	-	-

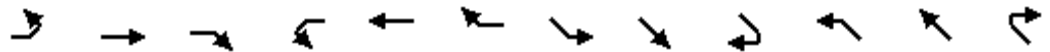
Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

## **Signalized Short Term AM Reports**

# HCM Signalized Intersection Capacity Analysis

## 11: SR A1A & Mickler Rd

6/22/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	820	110	80	30	450	80	30	300	620	200	270	30
Future Volume (vph)	820	110	80	30	450	80	30	300	620	200	270	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.2	7.2			7.2		7.7	7.7	7.7	7.7	7.7	
Lane Util. Factor	0.97	1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.94			0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	1745			1822		1770	1863	1583	1770	1835	
Flt Permitted	0.95	1.00			1.00		0.29	1.00	1.00	0.14	1.00	
Satd. Flow (perm)	3433	1745			1822		533	1863	1583	255	1835	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	965	129	94	35	529	94	35	353	729	235	318	35
RTOR Reduction (vph)	0	18	0	0	4	0	0	0	429	0	2	0
Lane Group Flow (vph)	965	205	0	0	654	0	35	353	300	235	351	0
Turn Type	Split	NA		Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases							6		6	2		
Actuated Green, G (s)	39.8	39.8			39.8		36.5	30.8	30.8	47.7	36.4	
Effective Green, g (s)	39.8	39.8			39.8		36.5	30.8	30.8	47.7	36.4	
Actuated g/C Ratio	0.26	0.26			0.26		0.24	0.20	0.20	0.31	0.24	
Clearance Time (s)	7.2	7.2			7.2		7.7	7.7	7.7	7.7	7.7	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	2.5	2.5	3.0	2.5	
Lane Grp Cap (vph)	901	458			478		174	378	321	193	440	
v/s Ratio Prot	c0.28	0.12			c0.36		0.01	0.19		c0.09	c0.19	
v/s Ratio Perm							0.04		0.19	c0.29		
v/c Ratio	1.07	0.45			1.37		0.20	0.93	0.93	1.22	0.80	
Uniform Delay, d1	55.9	46.7			55.9		45.3	59.3	59.3	45.6	54.1	
Progression Factor	1.00	1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	50.9	0.7			178.9		0.6	29.8	33.1	135.6	9.4	
Delay (s)	106.7	47.4			234.8		45.8	89.2	92.5	181.2	63.5	
Level of Service	F	D			F		D	F	F	F	E	
Approach Delay (s)		95.6			234.8			90.0			110.5	
Approach LOS		F			F			F			F	

### Intersection Summary

HCM 2000 Control Delay	122.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	151.5	Sum of lost time (s)	29.8
Intersection Capacity Utilization	105.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 34: SR A1A & Palm Valley Rd

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	690	30	40	1300	920	520
Future Volume (vph)	690	30	40	1300	920	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1		7.3	7.3	7.3	7.1
Lane Util. Factor	0.97		1.00	0.95	0.95	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	0.95		0.95	1.00	1.00	1.00
Satd. Flow (prot)	3427		1770	3539	3539	1583
Flt Permitted	0.95		0.95	1.00	1.00	1.00
Satd. Flow (perm)	3427		1770	3539	3539	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	758	33	44	1429	1011	571
RTOR Reduction (vph)	2	0	0	0	0	110
Lane Group Flow (vph)	789	0	44	1429	1011	461
Turn Type	Prot		Prot	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases						6
Actuated Green, G (s)	40.2		8.0	95.4	80.1	120.3
Effective Green, g (s)	40.2		8.0	95.4	80.1	120.3
Actuated g/C Ratio	0.27		0.05	0.64	0.53	0.80
Clearance Time (s)	7.1		7.3	7.3	7.3	7.1
Vehicle Extension (s)	3.0		3.0	3.0	2.5	3.0
Lane Grp Cap (vph)	918		94	2250	1889	1269
v/s Ratio Prot	c0.23		0.02	c0.40	0.29	0.10
v/s Ratio Perm						0.19
v/c Ratio	0.86		0.47	0.64	0.54	0.36
Uniform Delay, d1	52.2		68.9	16.7	22.8	4.1
Progression Factor	1.00		1.00	1.00	0.74	13.10
Incremental Delay, d2	8.1		3.7	1.4	0.9	0.1
Delay (s)	60.3		72.6	18.1	17.7	54.5
Level of Service	E		E	B	B	D
Approach Delay (s)	60.3			19.7	31.0	
Approach LOS	E			B	C	

### Intersection Summary

HCM 2000 Control Delay	32.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 35: SR A1A & ATP Tour Blvd

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	200	100	110	1800	1300	220
Future Volume (vph)	200	100	110	1800	1300	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.6	7.6	7.6	7.6
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.11	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	205	3539	3539	1583
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	225	112	124	2022	1461	247
RTOR Reduction (vph)	0	95	0	0	0	35
Lane Group Flow (vph)	225	17	124	2022	1461	212
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	23.4	23.4	112.2	112.2	95.8	95.8
Effective Green, g (s)	23.4	23.4	112.2	112.2	95.8	95.8
Actuated g/C Ratio	0.16	0.16	0.75	0.75	0.64	0.64
Clearance Time (s)	6.8	6.8	7.6	7.6	7.6	7.6
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	276	246	245	2647	2260	1011
v/s Ratio Prot	c0.13		0.03	c0.57	0.41	
v/s Ratio Perm		0.01	0.35			0.13
v/c Ratio	0.82	0.07	0.51	0.76	0.65	0.21
Uniform Delay, d1	61.2	54.0	13.8	11.1	16.7	11.3
Progression Factor	1.00	1.00	1.10	0.70	1.53	1.89
Incremental Delay, d2	16.7	0.1	1.2	1.6	0.9	0.3
Delay (s)	77.9	54.1	16.3	9.4	26.4	21.6
Level of Service	E	D	B	A	C	C
Approach Delay (s)	70.0			9.8	25.7	
Approach LOS	E			A	C	

### Intersection Summary

HCM 2000 Control Delay	21.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 39: SR A1A & PGA Tour Blvd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	40	360	40	20	80	290	1700	20	70	1600	90
Future Volume (vph)	130	40	360	40	20	80	290	1700	20	70	1600	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	6.5	6.5		7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.88	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1557	1504		1802	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.44	1.00	1.00		0.67	1.00	0.95	1.00	1.00	0.05	1.00	1.00
Satd. Flow (perm)	823	1557	1504		1241	1583	3433	3539	1583	92	3539	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	138	43	383	43	21	85	309	1809	21	74	1702	96
RTOR Reduction (vph)	0	99	119	0	0	74	0	0	8	0	0	33
Lane Group Flow (vph)	138	116	92	0	64	11	309	1809	13	74	1702	63
Turn Type	pm+pt	NA	Perm	Perm	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4			8	1	5	2		1	6	7
Permitted Phases	4		4	8		8			2	6		6
Actuated Green, G (s)	30.6	30.6	30.6		11.1	19.3	17.7	90.1	90.1	88.8	80.6	91.6
Effective Green, g (s)	30.6	30.6	30.6		11.1	19.3	17.7	90.1	90.1	88.8	80.6	91.6
Actuated g/C Ratio	0.20	0.20	0.20		0.07	0.13	0.12	0.60	0.60	0.59	0.54	0.61
Clearance Time (s)	7.5	6.5	6.5		7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	2.5	2.5	3.0	2.5	3.0
Lane Grp Cap (vph)	237	317	306		91	203	405	2125	950	146	1901	966
v/s Ratio Prot	c0.04	0.07				0.00	c0.09	c0.51		0.03	c0.48	0.00
v/s Ratio Perm	c0.08		0.06		0.05	0.00			0.01	0.27		0.03
v/c Ratio	0.58	0.37	0.30		0.70	0.05	0.76	0.85	0.01	0.51	0.90	0.06
Uniform Delay, d1	51.7	51.4	50.6		67.8	57.3	64.1	24.5	12.1	25.1	30.9	11.8
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.10	0.68	1.00	1.54	0.74	0.66
Incremental Delay, d2	3.6	0.7	0.6		21.8	0.1	5.4	2.9	0.0	1.9	5.1	0.0
Delay (s)	55.4	52.1	51.2		89.6	57.5	75.8	19.6	12.1	40.7	28.0	7.9
Level of Service	E	D	D		F	E	E	B	B	D	C	A
Approach Delay (s)		52.6			71.3			27.6			27.4	
Approach LOS		D			E			C			C	

### Intersection Summary

HCM 2000 Control Delay	31.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 44: SR A1A & Sawgrass Village Dr

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖		↖	↖	↖	↖↗	↖	↖	↖↗	↖
Traffic Volume (vph)	160	10	50	50	10	110	80	2000	20	40	1600	290
Future Volume (vph)	160	10	50	50	10	110	80	2000	20	40	1600	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.3	8.3	8.3		8.3	7.0	7.0	7.0	7.0	7.0	7.0	8.3
Lane Util. Factor	0.97	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1583		1789	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00		0.76	1.00	0.07	1.00	1.00	0.04	1.00	1.00
Satd. Flow (perm)	3433	1863	1583		1407	1583	124	3539	1583	81	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	11	53	53	11	116	84	2105	21	42	1684	305
RTOR Reduction (vph)	0	0	43	0	0	80	0	0	8	0	0	95
Lane Group Flow (vph)	168	11	10	0	64	36	84	2105	13	42	1684	210
Turn Type	Prot	NA	Perm	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4			8	1	5	2		1	6	7
Permitted Phases			4	8		8	2		2	6		6
Actuated Green, G (s)	11.1	28.4	28.4		9.0	15.7	99.9	92.6	92.6	98.7	92.0	103.1
Effective Green, g (s)	11.1	28.4	28.4		9.0	15.7	99.9	92.6	92.6	98.7	92.0	103.1
Actuated g/C Ratio	0.07	0.19	0.19		0.06	0.10	0.67	0.62	0.62	0.66	0.61	0.69
Clearance Time (s)	8.3	8.3	8.3		8.3	7.0	7.0	7.0	7.0	7.0	7.0	8.3
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	2.5	2.5	3.0	2.5	3.0
Lane Grp Cap (vph)	254	352	299		84	165	162	2184	977	128	2170	1088
v/s Ratio Prot	c0.05	0.01				0.01	c0.03	c0.59		0.01	0.48	0.01
v/s Ratio Perm			0.01		c0.05	0.01	0.32		0.01	0.20		0.12
v/c Ratio	0.66	0.03	0.03		0.76	0.22	0.52	0.96	0.01	0.33	0.78	0.19
Uniform Delay, d1	67.6	49.6	49.6		69.4	61.5	20.9	27.1	11.1	33.7	21.4	8.5
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.79	0.48	1.00	1.32	1.21	4.48
Incremental Delay, d2	6.3	0.0	0.0		32.8	0.7	1.9	9.3	0.0	1.1	2.0	0.1
Delay (s)	73.9	49.6	49.6		102.2	62.2	39.3	22.3	11.1	45.5	27.9	37.9
Level of Service	E	D	D		F	E	D	C	B	D	C	D
Approach Delay (s)		67.2			76.4			22.9			29.8	
Approach LOS		E			E			C			C	

### Intersection Summary

HCM 2000 Control Delay	30.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	30.6
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 48: SR A1A & Thousand Oaks Dr

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	90	0	70	30	0	80	20	2100	20	130	1800	30
Future Volume (vph)	90	0	70	30	0	80	20	2100	20	130	1800	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.4		8.4	8.4		7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.94		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1705		1770	1583		1770	3539	1583	1770	3539	1583
Flt Permitted		0.78		0.59	1.00		0.07	1.00	1.00	0.04	1.00	1.00
Satd. Flow (perm)		1366		1104	1583		137	3539	1583	70	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	95	0	74	32	0	84	21	2211	21	137	1895	32
RTOR Reduction (vph)	0	72	0	0	75	0	0	0	7	0	0	9
Lane Group Flow (vph)	0	97	0	32	9	0	21	2211	14	137	1895	23
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		15.8		15.8	15.8		102.8	99.1	99.1	118.8	108.1	108.1
Effective Green, g (s)		15.8		15.8	15.8		102.8	99.1	99.1	118.8	108.1	108.1
Actuated g/C Ratio		0.11		0.11	0.11		0.69	0.66	0.66	0.79	0.72	0.72
Clearance Time (s)		8.4		8.4	8.4		7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)		143		116	166		134	2338	1045	199	2550	1140
v/s Ratio Prot					0.01		0.00	c0.62		c0.06	c0.54	
v/s Ratio Perm		c0.07		0.03			0.10		0.01	0.48		0.01
v/c Ratio		0.68		0.28	0.05		0.16	0.95	0.01	0.69	0.74	0.02
Uniform Delay, d1		64.7		61.8	60.4		12.3	23.0	8.7	51.1	12.6	5.9
Progression Factor		1.00		1.00	1.00		0.57	0.48	1.00	0.76	1.25	1.00
Incremental Delay, d2		12.6		1.3	0.1		0.2	4.7	0.0	5.1	1.1	0.0
Delay (s)		77.2		63.1	60.5		7.3	15.8	8.7	43.7	16.8	6.0
Level of Service		E		E	E		A	B	A	D	B	A
Approach Delay (s)		77.2			61.2			15.7			18.5	
Approach LOS		E			E			B			B	

### Intersection Summary

HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.4
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 53: SR A1A & Corona Rd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	20	10	20	210	10	190	10	2000	200	100	1900	10
Future Volume (vph)	20	10	20	210	10	190	10	2000	200	100	1900	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.3			8.3	8.3	6.9	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1729			1778	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.75			0.70	1.00	0.05	1.00	1.00	0.04	1.00	1.00
Satd. Flow (perm)		1321			1299	1583	88	3539	1583	81	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	11	21	221	11	200	11	2105	211	105	2000	11
RTOR Reduction (vph)	0	16	0	0	0	62	0	0	92	0	0	4
Lane Group Flow (vph)	0	37	0	0	232	138	11	2105	119	105	2000	7
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)		32.3			32.3	32.3	86.8	84.8	84.8	102.5	93.6	93.6
Effective Green, g (s)		32.3			32.3	32.3	86.8	84.8	84.8	102.5	93.6	93.6
Actuated g/C Ratio		0.22			0.22	0.22	0.58	0.57	0.57	0.68	0.62	0.62
Clearance Time (s)		8.3			8.3	8.3	6.9	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)		3.0			3.0	3.0	3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)		284			279	340	73	2000	894	176	2208	987
v/s Ratio Prot							0.00	c0.59		c0.04	c0.57	
v/s Ratio Perm		0.03			c0.18	0.09	0.08		0.08	0.36		0.00
v/c Ratio		0.13			0.83	0.41	0.15	1.05	0.13	0.60	0.91	0.01
Uniform Delay, d1		47.5			56.2	50.6	27.4	32.6	15.3	42.2	24.4	10.6
Progression Factor		1.00			1.00	1.00	0.62	0.38	0.22	1.00	1.00	1.00
Incremental Delay, d2		0.2			18.6	0.8	0.4	29.7	0.1	5.3	6.8	0.0
Delay (s)		47.7			74.9	51.4	17.3	42.1	3.6	47.5	31.1	10.7
Level of Service		D			E	D	B	D	A	D	C	B
Approach Delay (s)		47.7			64.0			38.5			31.9	
Approach LOS		D			E			D			C	

### Intersection Summary

HCM 2000 Control Delay	38.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.1
Intersection Capacity Utilization	98.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 24: SR A1A & Library Blvd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗		↔		↖	↕		↖	↕	↗
Traffic Volume (vph)	20	0	170	0	0	3	90	2000	0	10	2000	80
Future Volume (vph)	20	0	170	0	0	3	90	2000	0	10	2000	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0		7.0		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00		1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00		0.85		0.86		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95		1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770		1583		1611		1770	3539		1770	3539	1583
Flt Permitted	0.95		1.00		1.00		0.04	1.00		0.06	1.00	1.00
Satd. Flow (perm)	1770		1583		1611		74	3539		111	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	21	0	175	0	0	3	93	2062	0	10	2062	82
RTOR Reduction (vph)	0	0	166	0	3	0	0	0	0	0	0	24
Lane Group Flow (vph)	21	0	9	0	0	0	93	2062	0	10	2062	58
Turn Type	Prot		Prot		NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4		4		8		5	2		1	6	
Permitted Phases				8			2			6		6
Actuated Green, G (s)	8.6		8.6		1.2		136.1	126.7		120.6	118.2	118.2
Effective Green, g (s)	8.6		8.6		1.2		136.1	126.7		120.6	118.2	118.2
Actuated g/C Ratio	0.05		0.05		0.01		0.82	0.76		0.72	0.71	0.71
Clearance Time (s)	7.0		7.0		7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0		3.0		3.0		3.0	4.0		3.0	4.0	4.0
Lane Grp Cap (vph)	91		81		11		171	2686		104	2506	1121
v/s Ratio Prot	c0.01		0.01		c0.00		c0.04	c0.58		0.00	c0.58	
v/s Ratio Perm							0.41			0.07		0.04
v/c Ratio	0.23		0.11		0.00		0.54	0.77		0.10	0.82	0.05
Uniform Delay, d1	76.0		75.5		82.3		39.6	11.6		13.0	17.0	7.4
Progression Factor	1.00		1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.3		0.6		0.1		3.5	1.5		0.4	3.2	0.1
Delay (s)	77.3		76.1		82.3		43.2	13.1		13.4	20.2	7.5
Level of Service	E		E		F		D	B		B	C	A
Approach Delay (s)		76.2			82.3			14.4			19.7	
Approach LOS		E			F			B			B	

Intersection Summary			
HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	166.9	Sum of lost time (s)	28.0
Intersection Capacity Utilization	88.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 58: SR A1A & Solana Rd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	760	120	100	180	80	330	80	1800	70	110	1800	510
Future Volume (vph)	760	120	100	180	80	330	80	1800	70	110	1800	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5			7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.93			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1736			1800	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1736			1800	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	784	124	103	186	82	340	82	1856	72	113	1856	526
RTOR Reduction (vph)	0	20	0	0	0	117	0	0	40	0	0	116
Lane Group Flow (vph)	784	207	0	0	268	223	82	1856	32	113	1856	410
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	8	8		7	7	1	5	2		1	6	8
Permitted Phases						7			2			6
Actuated Green, G (s)	29.5	29.5			16.5	24.2	7.7	66.7	66.7	7.7	66.7	96.2
Effective Green, g (s)	29.5	29.5			16.5	24.2	7.7	66.7	66.7	7.7	66.7	96.2
Actuated g/C Ratio	0.20	0.20			0.11	0.16	0.05	0.44	0.44	0.05	0.44	0.64
Clearance Time (s)	7.5	7.5			7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0
Lane Grp Cap (vph)	675	341			198	255	90	1573	703	90	1573	1094
v/s Ratio Prot	c0.23	0.12			c0.15	0.04	0.05	c0.52		0.06	c0.52	0.07
v/s Ratio Perm						0.10			0.02			0.19
v/c Ratio	1.16	0.61			1.35	0.88	0.91	1.18	0.05	1.26	1.18	0.37
Uniform Delay, d1	60.2	55.0			66.8	61.4	70.8	41.6	23.6	71.2	41.6	12.7
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.11	0.81	0.98
Incremental Delay, d2	88.4	3.0			188.5	26.7	66.1	87.9	0.1	150.6	84.4	0.1
Delay (s)	148.7	58.0			255.2	88.2	136.9	129.5	23.7	229.5	118.3	12.5
Level of Service	F	E			F	F	F	F	C	F	F	B
Approach Delay (s)		128.3			161.8			126.0			101.0	
Approach LOS		F			F			F			F	

### Intersection Summary

HCM 2000 Control Delay	119.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.25		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	116.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 67: SR A1A & Marlin Ave

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	160	60	20	2800	2400	40
Future Volume (vph)	160	60	20	2800	2400	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.03	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	62	3539	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	63	21	2947	2526	42
RTOR Reduction (vph)	0	33	0	0	0	9
Lane Group Flow (vph)	168	30	21	2947	2526	33
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	13.5	13.5	123.2	123.2	114.0	114.0
Effective Green, g (s)	13.5	13.5	123.2	123.2	114.0	114.0
Actuated g/C Ratio	0.09	0.09	0.82	0.82	0.76	0.76
Clearance Time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	159	142	78	2906	2689	1203
v/s Ratio Prot	c0.09		0.00	c0.83	0.71	
v/s Ratio Perm		0.02	0.22			0.02
v/c Ratio	1.06	0.21	0.27	1.01	0.94	0.03
Uniform Delay, d1	68.2	63.3	38.9	13.4	15.1	4.4
Progression Factor	1.00	1.00	2.01	1.39	1.00	1.00
Incremental Delay, d2	87.2	0.8	0.2	9.1	8.0	0.0
Delay (s)	155.4	64.1	78.2	27.8	23.1	4.5
Level of Service	F	E	E	C	C	A
Approach Delay (s)	130.5			28.1	22.8	
Approach LOS	F			C	C	

### Intersection Summary

HCM 2000 Control Delay	29.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.1
Intersection Capacity Utilization	97.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 80: Palm Valley Rd & Landrum Lane

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	250	220	220	660	460	180
Future Volume (vph)	250	220	220	660	460	180
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	6.4	6.4	6.4	6.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1805	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1805	1583	1770	1863	1863	1583
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	281	247	247	742	517	202
RTOR Reduction (vph)	0	118	0	0	0	107
Lane Group Flow (vph)	281	129	247	742	517	95
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8				2
Actuated Green, G (s)	18.5	18.5	12.7	48.4	29.3	29.3
Effective Green, g (s)	18.5	18.5	12.7	48.4	29.3	29.3
Actuated g/C Ratio	0.23	0.23	0.16	0.61	0.37	0.37
Clearance Time (s)	5.6	5.6	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	4.0
Lane Grp Cap (vph)	423	371	284	1142	691	587
v/s Ratio Prot	c0.16		c0.14	0.40	c0.28	
v/s Ratio Perm		0.08				0.06
v/c Ratio	0.66	0.35	0.87	0.65	0.75	0.16
Uniform Delay, d1	27.4	25.2	32.3	9.8	21.6	16.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.9	0.6	23.5	1.4	4.7	0.2
Delay (s)	31.3	25.7	55.7	11.2	26.3	16.8
Level of Service	C	C	E	B	C	B
Approach Delay (s)	28.7			22.4	23.6	
Approach LOS	C			C	C	

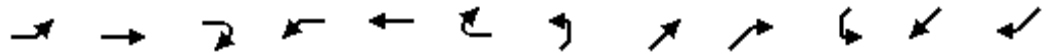
### Intersection Summary

HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	78.9	Sum of lost time (s)	18.4
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 8: Palm Valley Rd & Mickler Rd

5/24/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕	↗↘		↕		↗↘	↑	↗	↘	↕↕	↗
Traffic Volume (vph)	50	30	640	20	20	10	640	1000	20	10	1150	90
Future Volume (vph)	50	30	640	20	20	10	640	1000	20	10	1150	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor		1.00	0.88		1.00		0.97	1.00	1.00	1.00	0.95	1.00
Frt		1.00	0.85		0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97	1.00		0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1806	2787		1778		3433	1863	1583	1770	3539	1583
Flt Permitted		0.84	1.00		0.83		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1574	2787		1512		3433	1863	1583	1770	3539	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	57	34	727	23	23	11	727	1136	23	11	1307	102
RTOR Reduction (vph)	0	0	22	0	10	0	0	0	7	0	0	52
Lane Group Flow (vph)	0	91	705	0	47	0	727	1136	16	11	1307	50
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Actuated Green, G (s)		8.4	27.6		8.4		19.2	57.1	57.1	1.3	39.2	39.2
Effective Green, g (s)		8.4	27.6		8.4		19.2	57.1	57.1	1.3	39.2	39.2
Actuated g/C Ratio		0.10	0.34		0.10		0.24	0.71	0.71	0.02	0.49	0.49
Clearance Time (s)		4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		164	1114		158		820	1324	1125	28	1727	772
v/s Ratio Prot			c0.15				c0.21	c0.61		0.01	0.37	
v/s Ratio Perm		0.06	0.10		0.03				0.01			0.03
v/c Ratio		0.55	0.63		0.30		0.89	0.86	0.01	0.39	0.76	0.06
Uniform Delay, d1		34.2	22.1		33.2		29.5	8.6	3.4	39.1	16.7	10.9
Progression Factor		1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		4.0	1.2		1.1		11.3	5.7	0.0	8.9	1.9	0.0
Delay (s)		38.2	23.3		34.3		40.8	14.3	3.4	48.0	18.6	10.9
Level of Service		D	C		C		D	B	A	D	B	B
Approach Delay (s)		24.9			34.3			24.4			18.3	
Approach LOS		C			C			C			B	

### Intersection Summary

HCM 2000 Control Delay	22.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	80.3	Sum of lost time (s)	13.5
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

## **Unsignalized Short Term AM Reports**

HCM 2010 TWSC  
15: Crossroad Lakes Dr & SR A1A

04/04/2017

Intersection												
Int Delay, s/veh	205.7											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↕	↑	↕	↕	↕			↕			↕	
Traffic Vol, veh/h	10	920	50	20	1100	20	100	0	50	20	0	30
Future Vol, veh/h	10	920	50	20	1100	20	100	0	50	20	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	380	-	380	425	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	1070	58	23	1279	23	116	0	58	23	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1302	0	0	1070	0	0	2448	2442	1070	2459	2430	1291
Stage 1	-	-	-	-	-	-	1093	1093	-	1337	1337	-
Stage 2	-	-	-	-	-	-	1355	1349	-	1122	1093	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	532	-	-	651	-	-	~ 21	31	269	~ 21	32	199
Stage 1	-	-	-	-	-	-	260	290	-	189	222	-
Stage 2	-	-	-	-	-	-	184	219	-	250	290	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	532	-	-	651	-	-	~ 17	29	269	~ 16	30	199
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 17	29	-	~ 16	30	-
Stage 1	-	-	-	-	-	-	254	283	-	185	214	-
Stage 2	-	-	-	-	-	-	146	211	-	192	283	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.1	0.2	\$ 2997.3	\$ 546.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	25	651	-	-	532	-	36
HCM Lane V/C Ratio	6.977	0.036	-	-	0.022	-	1.615
HCM Control Delay (s)	\$ 2997.3	10.7	-	-	11.9	-	\$ 546.4
HCM Lane LOS	F	B	-	-	B	-	F
HCM 95th %tile Q(veh)	21.7	0.1	-	-	0.1	-	6.3

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



**Intersection**

Int Delay, s/veh 79.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	W	W	W
Traffic Vol, veh/h	90	10	40	1300	830	140
Future Vol, veh/h	90	10	40	1300	830	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	465	-	-	260
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	12	48	1548	988	167

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2631	988	0
Stage 1	988	-	-
Stage 2	1643	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 26	300	699
Stage 1	361	-	-
Stage 2	173	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	~ 24	300	699
Mov Cap-2 Maneuver	~ 24	-	-
Stage 1	361	-	-
Stage 2	161	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 1914.9	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	699	-	26	-	-
HCM Lane V/C Ratio	0.068	-	4.579	-	-
HCM Control Delay (s)	10.5	\$	1914.9	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.2	-	14.7	-	-

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 2010 TWSC  
28: SR A1A & Sawgrass Dr

04/04/2017

Intersection

Int Delay, s/veh 1082.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗	↗	↖	↗	↗
Traffic Vol, veh/h	70	10	10	40	10	140	30	1200	40	150	780	40
Future Vol, veh/h	70	10	10	40	10	140	30	1200	40	150	780	40
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	-	-	0	-	-	0	150	-	150	230	-	375
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	81	12	12	47	12	163	35	1395	47	174	907	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2029	2721	453	2273	2721	698	907	0	0	1395	0	0
Stage 1	1256	1256	-	1465	1465	-	-	-	-	-	-	-
Stage 2	773	1465	-	808	1256	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 34	20	554	~ 22	20	383	746	-	-	486	-	-
Stage 1	181	241	-	134	191	-	-	-	-	-	-	-
Stage 2	358	191	-	341	241	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 2	12	554	~ 2	12	383	746	-	-	486	-	-
Mov Cap-2 Maneuver	~ 2	12	-	~ 2	12	-	-	-	-	-	-	-
Stage 1	173	155	-	128	182	-	-	-	-	-	-	-
Stage 2	184	182	-	198	155	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 21320.3	\$ 4248.6	0.2	2.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	746	-	-	2	554	2	383	486	-	-
HCM Lane V/C Ratio	0.047	-	-	46.512	0.021	29.07	0.425	0.359	-	-
HCM Control Delay (s)	10.1	-	-	\$ 23983.9	10.1	\$ 6085.3	21.2	16.5	-	-
HCM Lane LOS	B	-	-	F	B	F	C	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	13.9	0.1	9.3	2.1	1.6	-	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 241.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	↑
Traffic Vol, veh/h	40	70	20	2800	2400	20
Future Vol, veh/h	40	70	20	2800	2400	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	185	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	76	22	3043	2609	22

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	4174	1304	2609 0
Stage 1	2609	-	- -
Stage 2	1565	-	- -
Critical Hdwy	6.84	6.94	4.14 -
Critical Hdwy Stg 1	5.84	-	- -
Critical Hdwy Stg 2	5.84	-	- -
Follow-up Hdwy	3.52	3.32	2.22 -
Pot Cap-1 Maneuver	~ 2	151	162 -
Stage 1	~ 41	-	- -
Stage 2	158	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	~ 2	151	162 -
Mov Cap-2 Maneuver	~ 2	-	- -
Stage 1	~ 41	-	- -
Stage 2	137	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	\$ 11739.3	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	162	-	5	-	-
HCM Lane V/C Ratio	0.134	-	23.913	-	-
HCM Control Delay (s)	30.6	\$ 11739.3	-	-	-
HCM Lane LOS	D	-	F	-	-
HCM 95th %tile Q(veh)	0.5	-	17	-	-

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	1	
Traffic Vol, veh/h	20	20	20	560	420	10
Future Vol, veh/h	20	20	20	560	420	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	21	21	583	438	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1068	443	448	0	0
Stage 1	443	-	-	-	-
Stage 2	625	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	245	615	1112	-	-
Stage 1	647	-	-	-	-
Stage 2	534	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	238	615	1112	-	-
Mov Cap-2 Maneuver	238	-	-	-	-
Stage 1	647	-	-	-	-
Stage 2	519	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.9	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1112	-	343	-	-
HCM Lane V/C Ratio	0.019	-	0.121	-	-
HCM Control Delay (s)	8.3	0	16.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

HCM 2010 TWSC  
3: Palm Valley Rd & Roscoe Blvd

04/04/2017

Intersection

Int Delay, s/veh 492.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations			↗			↗		↗	↗		↗	↗
Traffic Vol, veh/h	0	0	190	190	0	20	0	4300	1200	0	3300	160
Future Vol, veh/h	0	0	190	190	0	20	0	4300	1200	0	3300	160
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	-	-	Stop	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	-	-	150	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	94	92	94	92	94	94	94	94	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	207	202	0	21	0	4574	1277	0	3511	174

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	3511	8085	-	4574	-	0	-	-	-	0
Stage 1	-	-	-	4574	-	-	-	-	-	-	-	-
Stage 2	-	-	-	3511	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	7.12	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	6.12	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	3.518	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	~ 8	0	0	~ 2	0	-	0	0	-	0
Stage 1	0	0	-	~ 2	0	-	0	-	0	0	-	0
Stage 2	0	0	-	~ 9	0	-	0	-	0	0	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	-	-	~ 8	-	-	~ 2	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	~ 2	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	\$ 12071.8			\$ 7623.3			0			0		
HCM LOS	F			F								

Minor Lane/Major Mvmt	NETNWLn1	SELn1	SWT
Capacity (veh/h)	-	2	8
HCM Lane V/C Ratio	-	10.638	25.815
HCM Control Delay (s)	\$ 7623.3	\$ 12071.8	-
HCM Lane LOS	-	F	F
HCM 95th %tile Q(veh)	-	4.3	27.6

Notes

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 17.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↕		↖	↗			↖	↗
Traffic Vol, veh/h	80	10	60	10	10	10	60	860	10	10	550	40
Future Vol, veh/h	80	10	60	10	10	10	60	860	10	10	550	40
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	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	-	200	-	-	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	98	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	82	10	62	10	10	10	62	887	10	10	567	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1609	1598	567	1603	1598	887	567	0	0	887	0	0
Stage 1	588	588	-	1010	1010	-	-	-	-	-	-	-
Stage 2	1021	1010	-	593	588	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	85	107	527	86	107	346	1015	-	-	772	-	-
Stage 1	499	499	-	292	320	-	-	-	-	-	-	-
Stage 2	288	320	-	496	499	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 71	98	527	66	98	346	1015	-	-	772	-	-
Mov Cap-2 Maneuver	~ 71	98	-	66	98	-	-	-	-	-	-	-
Stage 1	469	489	-	274	300	-	-	-	-	-	-	-
Stage 2	253	300	-	420	489	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	181	52.4	0.6	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1015	-	-	73	527	106	772	-	-
HCM Lane V/C Ratio	0.061	-	-	1.27	0.117	0.292	0.013	-	-
HCM Control Delay (s)	8.8	-	-	293.4	12.7	52.4	9.7	-	-
HCM Lane LOS	A	-	-	F	B	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	7.3	0.4	1.1	0	-	-

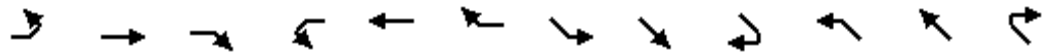
**Notes**  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

## **Signalized Short Term PM Reports**

# HCM Signalized Intersection Capacity Analysis

## 11: SR A1A & Mickler Rd

6/22/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	490	50	50	150	550	170	50	520	670	150	290	10
Future Volume (vph)	490	50	50	150	550	170	50	520	670	150	290	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.2	7.2			7.2		7.7	7.7	7.7	7.7	7.7	
Lane Util. Factor	0.97	1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.93			0.97		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00			0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	1723			1798		1770	1863	1583	1770	1854	
Flt Permitted	0.95	1.00			0.99		0.38	1.00	1.00	0.09	1.00	
Satd. Flow (perm)	3433	1723			1798		715	1863	1583	176	1854	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	505	52	52	155	567	175	52	536	691	155	299	10
RTOR Reduction (vph)	0	24	0	0	6	0	0	0	284	0	1	0
Lane Group Flow (vph)	505	80	0	0	891	0	52	536	407	155	308	0
Turn Type	Split	NA		Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases							6		6	2		
Actuated Green, G (s)	22.8	22.8			50.8		46.6	40.8	40.8	49.6	42.3	
Effective Green, g (s)	22.8	22.8			50.8		46.6	40.8	40.8	49.6	42.3	
Actuated g/C Ratio	0.15	0.15			0.34		0.31	0.27	0.27	0.33	0.28	
Clearance Time (s)	7.2	7.2			7.2		7.7	7.7	7.7	7.7	7.7	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	2.5	2.5	3.0	2.5	
Lane Grp Cap (vph)	516	259			602		260	501	426	134	517	
v/s Ratio Prot	c0.15	0.05			c0.50		0.01	0.29		c0.06	0.17	
v/s Ratio Perm							0.05		0.26	c0.32		
v/c Ratio	0.98	0.31			1.48		0.20	1.07	0.96	1.16	0.60	
Uniform Delay, d1	64.1	57.3			50.4		38.0	55.4	54.5	45.8	47.2	
Progression Factor	1.00	1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	33.7	0.7			224.9		0.4	60.2	32.3	126.0	1.6	
Delay (s)	97.9	58.0			275.2		38.4	115.5	86.8	171.8	48.8	
Level of Service	F	E			F		D	F	F	F	D	
Approach Delay (s)		91.1			275.2			96.9			89.9	
Approach LOS		F			F			F			F	

### Intersection Summary

HCM 2000 Control Delay	144.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	151.5	Sum of lost time (s)	29.8
Intersection Capacity Utilization	116.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 34: SR A1A & Palm Valley Rd

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	570	30	30	1000	1300	770
Future Volume (vph)	570	30	30	1000	1300	770
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1		7.3	4.0	7.3	7.1
Lane Util. Factor	0.97		1.00	0.95	0.95	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	0.95		0.95	1.00	1.00	1.00
Satd. Flow (prot)	3424		1770	3539	3539	1583
Flt Permitted	0.95		0.95	1.00	1.00	1.00
Satd. Flow (perm)	3424		1770	3539	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	594	31	31	1042	1354	802
RTOR Reduction (vph)	3	0	0	0	0	64
Lane Group Flow (vph)	622	0	31	1042	1354	738
Turn Type	Prot		Prot	NA	NA	pm+ov
Protected Phases	4!		5	Free!	6	4
Permitted Phases						6
Actuated Green, G (s)	35.8		7.1	150.0	85.4	121.2
Effective Green, g (s)	35.8		7.1	150.0	85.4	121.2
Actuated g/C Ratio	0.24		0.05	1.00	0.57	0.81
Clearance Time (s)	7.1		7.3		7.3	7.1
Vehicle Extension (s)	3.0		3.0		2.5	3.0
Lane Grp Cap (vph)	817		83	3539	2014	1279
v/s Ratio Prot	c0.18		0.02	0.29	c0.38	0.14
v/s Ratio Perm						0.33
v/c Ratio	0.76		0.37	0.29	0.67	0.58
Uniform Delay, d1	53.1		69.3	0.0	22.5	5.2
Progression Factor	1.00		1.00	1.00	1.02	0.24
Incremental Delay, d2	4.2		2.8	0.2	0.9	0.3
Delay (s)	57.3		72.1	0.2	23.8	1.6
Level of Service	E		E	A	C	A
Approach Delay (s)	57.3			2.3	15.5	
Approach LOS	E			A	B	

### Intersection Summary

HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 35: SR A1A & ATP Tour Blvd

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	330	160	100	1500	1900	270
Future Volume (vph)	330	160	100	1500	1900	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.6	7.6	7.6	7.6
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.04	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	76	3539	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	340	165	103	1546	1959	278
RTOR Reduction (vph)	0	67	0	0	0	34
Lane Group Flow (vph)	340	98	103	1546	1959	244
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	31.1	31.1	104.5	104.5	90.2	90.2
Effective Green, g (s)	31.1	31.1	104.5	104.5	90.2	90.2
Actuated g/C Ratio	0.21	0.21	0.70	0.70	0.60	0.60
Clearance Time (s)	6.8	6.8	7.6	7.6	7.6	7.6
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	366	328	128	2465	2128	951
v/s Ratio Prot	c0.19		0.04	c0.44	c0.55	
v/s Ratio Perm		0.06	0.52			0.15
v/c Ratio	0.93	0.30	0.80	0.63	0.92	0.26
Uniform Delay, d1	58.4	50.2	43.3	12.3	26.7	14.1
Progression Factor	1.00	1.00	0.84	1.68	0.95	1.32
Incremental Delay, d2	29.3	0.5	28.3	1.2	2.6	0.2
Delay (s)	87.6	50.7	64.8	21.7	27.9	18.8
Level of Service	F	D	E	C	C	B
Approach Delay (s)	75.6			24.4	26.8	
Approach LOS	E			C	C	

### Intersection Summary

HCM 2000 Control Delay	31.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 39: SR A1A & PGA Tour Blvd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	50	530	30	50	80	290	1600	20	100	2000	90
Future Volume (vph)	180	50	530	30	50	80	290	1600	20	100	2000	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5	7.5		7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.88	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1550	1504		1828	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.42	1.00	1.00		0.66	1.00	0.95	1.00	1.00	0.06	1.00	1.00
Satd. Flow (perm)	791	1550	1504		1237	1583	3433	3539	1583	115	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	189	53	558	32	53	84	305	1684	21	105	2105	95
RTOR Reduction (vph)	0	109	109	0	0	72	0	0	9	0	0	30
Lane Group Flow (vph)	189	201	192	0	85	12	305	1684	12	105	2105	65
Turn Type	pm+pt	NA	Perm	Perm	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4			8	1	5	2		1	6	7
Permitted Phases	4		4	8		8			2	6		6
Actuated Green, G (s)	29.5	29.5	29.5		11.5	20.8	11.7	89.1	89.1	96.0	86.7	97.2
Effective Green, g (s)	29.5	29.5	29.5		11.5	20.8	11.7	89.1	89.1	96.0	86.7	97.2
Actuated g/C Ratio	0.20	0.20	0.20		0.08	0.14	0.08	0.59	0.59	0.64	0.58	0.65
Clearance Time (s)	7.5	7.5	7.5		7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	2.5	2.5	3.0	2.5	3.0
Lane Grp Cap (vph)	224	304	295		94	219	267	2102	940	176	2045	1025
v/s Ratio Prot	c0.06	0.13				0.00	c0.09	0.48		0.04	c0.59	0.00
v/s Ratio Perm	c0.11		0.13		0.07	0.00			0.01	0.34		0.04
v/c Ratio	0.84	0.66	0.65		0.90	0.05	1.14	0.80	0.01	0.60	1.03	0.06
Uniform Delay, d1	56.5	55.6	55.5		68.7	56.1	69.2	23.6	12.5	23.7	31.6	9.7
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.07	0.90	1.00	1.34	0.68	0.68
Incremental Delay, d2	24.1	5.3	4.9		62.2	0.1	92.8	2.6	0.0	3.3	23.7	0.0
Delay (s)	80.5	60.9	60.4		130.9	56.2	166.6	23.9	12.5	35.2	45.4	6.6
Level of Service	F	E	E		F	E	F	C	B	D	D	A
Approach Delay (s)		65.4			93.7			45.5			43.3	
Approach LOS		E			F			D			D	

### Intersection Summary

HCM 2000 Control Delay	49.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	106.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 44: SR A1A & Sawgrass Village Dr

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖		↖	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (vph)	470	30	230	30	20	50	150	1900	60	70	1800	330
Future Volume (vph)	470	30	230	30	20	50	150	1900	60	70	1800	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.3	8.3	8.3		8.3	7.0	7.0	7.0	7.0	7.0	7.0	8.3
Lane Util. Factor	0.97	1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1583		1809	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.35	1.00	1.00		0.80	1.00	0.05	1.00	1.00	0.05	1.00	1.00
Satd. Flow (perm)	1249	1863	1583		1489	1583	84	3539	1583	87	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	485	31	237	31	21	52	155	1959	62	72	1856	340
RTOR Reduction (vph)	0	0	82	0	0	47	0	0	25	0	0	104
Lane Group Flow (vph)	485	31	155	0	52	5	155	1959	37	72	1856	236
Turn Type	pm+pt	NA	Perm	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4			8	1	5	2		1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	31.9	31.9	31.9		7.6	14.8	98.9	88.6	88.6	92.7	85.5	101.5
Effective Green, g (s)	31.9	31.9	31.9		7.6	14.8	98.9	88.6	88.6	92.7	85.5	101.5
Actuated g/C Ratio	0.21	0.21	0.21		0.05	0.10	0.66	0.59	0.59	0.62	0.57	0.68
Clearance Time (s)	8.3	8.3	8.3		8.3	7.0	7.0	7.0	7.0	7.0	7.0	8.3
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	2.5	2.5	3.0	2.5	3.0
Lane Grp Cap (vph)	498	396	336		75	156	171	2090	935	134	2017	1071
v/s Ratio Prot	c0.10	0.02				0.00	c0.06	c0.55		0.03	0.52	0.02
v/s Ratio Perm	c0.10		0.10		0.03	0.00	0.53		0.02	0.30		0.13
v/c Ratio	0.97	0.08	0.46		0.69	0.03	0.91	0.94	0.04	0.54	0.92	0.22
Uniform Delay, d1	55.9	47.3	51.6		70.1	61.1	48.8	28.2	12.9	31.4	29.2	9.2
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.53	0.44	1.00	0.99	1.19	4.11
Incremental Delay, d2	33.4	0.1	1.0		24.2	0.1	33.4	7.2	0.1	2.0	4.4	0.1
Delay (s)	89.3	47.4	52.6		94.2	61.2	108.2	19.4	12.9	33.1	39.1	38.0
Level of Service	F	D	D		F	E	F	B	B	C	D	D
Approach Delay (s)		76.0			77.7			25.6			38.7	
Approach LOS		E			E			C			D	

Intersection Summary

HCM 2000 Control Delay	39.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	30.6
Intersection Capacity Utilization	96.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 48: SR A1A & Thousand Oaks Dr

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↕	↘	↙	↕	↘
Traffic Volume (vph)	40	0	30	15	10	20	80	2100	40	60	2200	70
Future Volume (vph)	40	0	30	15	10	20	80	2100	40	60	2200	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.4		8.4	8.4		7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.94		1.00	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1707		1770	1673		1770	3539	1583	1770	3539	1583
Flt Permitted		0.80		0.76	1.00		0.04	1.00	1.00	0.04	1.00	1.00
Satd. Flow (perm)		1413		1422	1673		66	3539	1583	80	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	42	0	31	16	10	21	83	2188	42	62	2292	73
RTOR Reduction (vph)	0	69	0	0	20	0	0	0	10	0	0	19
Lane Group Flow (vph)	0	4	0	16	11	0	83	2188	32	63	2292	54
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		7.6		7.6	7.6		122.3	113.6	113.6	117.7	111.3	111.3
Effective Green, g (s)		7.6		7.6	7.6		122.3	113.6	113.6	117.7	111.3	111.3
Actuated g/C Ratio		0.05		0.05	0.05		0.82	0.76	0.76	0.78	0.74	0.74
Clearance Time (s)		8.4		8.4	8.4		7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)		71		72	84		152	2680	1198	134	2625	1174
v/s Ratio Prot					0.01		c0.03	0.62		0.02	c0.65	
v/s Ratio Perm		0.00		c0.01			0.41		0.02	0.35		0.03
v/c Ratio		0.05		0.22	0.13		0.55	0.82	0.03	0.47	0.87	0.05
Uniform Delay, d1		67.8		68.4	68.0		38.5	11.6	4.5	20.5	14.2	5.2
Progression Factor		1.00		1.00	1.00		1.36	0.47	1.00	0.95	1.21	4.83
Incremental Delay, d2		0.3		1.6	0.7		1.5	1.1	0.0	0.7	1.2	0.0
Delay (s)		68.1		69.9	68.8		53.8	6.5	4.5	20.2	18.4	25.0
Level of Service		E		E	E		D	A	A	C	B	C
Approach Delay (s)		68.1			69.2			8.2			18.6	
Approach LOS		E			E			A			B	

### Intersection Summary

HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.4
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 53: SR A1A & Corona Rd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↕	↕	↕	↕↕	↕
Traffic Volume (vph)	30	0	20	200	10	140	20	2000	200	150	2200	20
Future Volume (vph)	30	0	20	200	10	140	20	2000	200	150	2200	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.3			8.3	8.3	6.9	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1711			1778	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.60			0.70	1.00	0.05	1.00	1.00	0.05	1.00	1.00
Satd. Flow (perm)		1051			1300	1583	92	3539	1583	85	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	0	21	211	11	147	21	2105	211	158	2316	21
RTOR Reduction (vph)	0	42	0	0	0	85	0	0	97	0	0	8
Lane Group Flow (vph)	0	11	0	0	222	62	21	2105	114	158	2316	13
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)		31.2			31.2	31.2	84.9	81.0	81.0	103.6	92.8	92.8
Effective Green, g (s)		31.2			31.2	31.2	84.9	81.0	81.0	103.6	92.8	92.8
Actuated g/C Ratio		0.21			0.21	0.21	0.57	0.54	0.54	0.69	0.62	0.62
Clearance Time (s)		8.3			8.3	8.3	6.9	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)		3.0			3.0	3.0	3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)		218			270	329	95	1911	854	235	2189	979
v/s Ratio Prot							0.01	c0.59		c0.07	c0.65	
v/s Ratio Perm		0.01			c0.17	0.04	0.12		0.07	0.39		0.01
v/c Ratio		0.05			0.82	0.19	0.22	1.10	0.13	0.67	1.06	0.01
Uniform Delay, d1		47.5			56.8	49.0	34.3	34.5	17.1	47.4	28.6	11.0
Progression Factor		1.00			1.00	1.00	0.78	0.63	0.41	0.86	1.11	1.00
Incremental Delay, d2		0.1			17.9	0.3	0.7	51.4	0.2	4.8	33.6	0.0
Delay (s)		47.6			74.7	49.3	27.6	73.1	7.2	45.5	65.3	11.0
Level of Service		D			E	D	C	E	A	D	E	B
Approach Delay (s)		47.6			64.6			66.8			63.6	
Approach LOS		D			E			E			E	

### Intersection Summary

HCM 2000 Control Delay	64.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.1
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 24: SR A1A & Library Blvd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗		↔		↖	↑↑		↖	↑↑	↗
Traffic Volume (vph)	20	0	200	0	0	3	140	1900	1	10	2100	70
Future Volume (vph)	20	0	200	0	0	3	140	1900	1	10	2100	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0		7.0		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00		1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00		0.85		0.86		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95		1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770		1583		1611		1770	3539		1770	3539	1583
Flt Permitted	0.95		1.00		1.00		0.04	1.00		0.08	1.00	1.00
Satd. Flow (perm)	1770		1583		1611		67	3539		145	3539	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	20	0	204	0	0	3	143	1939	1	10	2143	71
RTOR Reduction (vph)	0	0	94	0	3	0	0	0	0	0	0	22
Lane Group Flow (vph)	20	0	110	0	0	0	143	1940	0	10	2143	49
Turn Type	Prot		pm+ov		NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4		5		8		5	2		1		6
Permitted Phases			4	8			2			6		6
Actuated Green, G (s)	4.8		17.1		1.2		123.0	113.6		106.1	103.7	103.7
Effective Green, g (s)	4.8		17.1		1.2		123.0	113.6		106.1	103.7	103.7
Actuated g/C Ratio	0.03		0.11		0.01		0.82	0.76		0.71	0.69	0.69
Clearance Time (s)	7.0		7.0		7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0		3.0		3.0		3.0	4.0		3.0	4.0	4.0
Lane Grp Cap (vph)	56		180		12		194	2680		128	2446	1094
v/s Ratio Prot	0.01		c0.05		c0.00		c0.06	c0.55		0.00	c0.61	
v/s Ratio Perm			0.02				0.54			0.05		0.03
v/c Ratio	0.36		0.61		0.00		0.74	0.72		0.08	0.88	0.04
Uniform Delay, d1	71.1		63.3		73.8		50.2	9.8		9.8	18.1	7.4
Progression Factor	1.00		1.00		1.00		0.66	1.94		1.32	1.52	1.00
Incremental Delay, d2	3.9		6.0		0.1		1.3	0.1		0.0	0.5	0.0
Delay (s)	75.0		69.3		73.9		34.4	19.0		12.9	28.0	7.4
Level of Service	E		E		E		C	B		B	C	A
Approach Delay (s)		69.8			73.9			20.1			27.3	
Approach LOS		E			E			C			C	

Intersection Summary

HCM 2000 Control Delay	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	92.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 58: SR A1A & Solana Rd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↗			↖	↗	↖	↕↕	↗	↖	↕↕	↗
Traffic Volume (vph)	690	100	90	150	120	240	50	1800	70	160	1900	680
Future Volume (vph)	690	100	90	150	120	240	50	1800	70	160	1900	680
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5			7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.93			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1730			1812	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1730			1812	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	697	101	91	152	121	242	51	1818	71	162	1919	687
RTOR Reduction (vph)	0	22	0	0	0	116	0	0	43	0	0	45
Lane Group Flow (vph)	697	170	0	0	273	126	51	1818	28	162	1919	642
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	8	8		7	7	1	5	2		1	6	8
Permitted Phases						7			2			6
Actuated Green, G (s)	37.3	37.3			11.5	24.4	5.5	58.7	58.7	12.9	66.1	103.4
Effective Green, g (s)	37.3	37.3			11.5	24.4	5.5	58.7	58.7	12.9	66.1	103.4
Actuated g/C Ratio	0.25	0.25			0.08	0.16	0.04	0.39	0.39	0.09	0.44	0.69
Clearance Time (s)	7.5	7.5			7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0
Lane Grp Cap (vph)	853	430			138	257	64	1384	619	152	1559	1170
v/s Ratio Prot	c0.20	0.10			c0.15	0.04	0.03	c0.51		0.09	c0.54	0.14
v/s Ratio Perm						0.04			0.02			0.27
v/c Ratio	0.82	0.40			1.98	0.49	0.80	1.31	0.04	1.07	1.23	0.55
Uniform Delay, d1	53.1	47.0			69.2	57.1	71.7	45.6	28.3	68.5	42.0	11.6
Progression Factor	1.00	1.00			1.00	1.00	0.89	0.79	1.00	1.16	0.84	1.19
Incremental Delay, d2	6.1	0.6			465.2	1.5	39.6	145.2	0.1	41.8	104.5	0.0
Delay (s)	59.2	47.6			534.4	58.6	103.8	181.4	28.4	121.2	139.8	13.8
Level of Service	E	D			F	E	F	F	C	F	F	B
Approach Delay (s)		56.7			310.8			173.8			107.5	
Approach LOS		E			F			F			F	

### Intersection Summary

HCM 2000 Control Delay	138.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	117.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 67: SR A1A & Marlin Ave

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	140	40	70	2600	2800	160
Future Volume (vph)	140	40	70	2600	2800	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.03	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	62	3539	3539	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	143	41	71	2653	2857	163
RTOR Reduction (vph)	0	25	0	0	0	31
Lane Group Flow (vph)	143	16	71	2653	2857	132
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	11.6	11.6	125.1	125.1	114.3	114.3
Effective Green, g (s)	11.6	11.6	125.1	125.1	114.3	114.3
Actuated g/C Ratio	0.08	0.08	0.83	0.83	0.76	0.76
Clearance Time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	136	122	97	2951	2696	1206
v/s Ratio Prot	c0.08		0.02	c0.75	c0.81	
v/s Ratio Perm		0.01	0.59			0.08
v/c Ratio	1.05	0.13	0.73	0.90	1.06	0.11
Uniform Delay, d1	69.2	64.5	52.5	8.3	17.9	4.6
Progression Factor	1.00	1.00	0.97	2.19	1.00	1.00
Incremental Delay, d2	91.6	0.5	2.6	0.5	35.8	0.2
Delay (s)	160.8	65.0	53.6	18.6	53.6	4.8
Level of Service	F	E	D	B	D	A
Approach Delay (s)	139.4			19.5	51.0	
Approach LOS	F			B	D	

### Intersection Summary

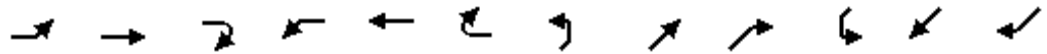
HCM 2000 Control Delay	39.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.1
Intersection Capacity Utilization	96.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 8: Palm Valley Rd & Mickler Rd

5/24/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕	↗↘		↕		↗↘	↑	↗	↘	↕↕	↗
Traffic Volume (vph)	40	90	720	110	40	20	450	590	50	70	1250	60
Future Volume (vph)	40	90	720	110	40	20	450	590	50	70	1250	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor		1.00	0.88		1.00		0.97	1.00	1.00	1.00	0.95	1.00
Frt		1.00	0.85		0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00		0.97		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1835	2787		1776		3433	1863	1583	1770	3539	1583
Flt Permitted		0.87	1.00		0.66		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1617	2787		1203		3433	1863	1583	1770	3539	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	44	99	791	121	44	22	495	648	55	77	1374	66
RTOR Reduction (vph)	0	0	21	0	6	0	0	0	24	0	0	35
Lane Group Flow (vph)	0	143	770	0	181	0	495	648	31	77	1374	31
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Actuated Green, G (s)		16.1	31.9		16.1		15.8	48.4	48.4	6.8	39.4	39.4
Effective Green, g (s)		16.1	31.9		16.1		15.8	48.4	48.4	6.8	39.4	39.4
Actuated g/C Ratio		0.19	0.38		0.19		0.19	0.57	0.57	0.08	0.46	0.46
Clearance Time (s)		4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		307	1196		228		639	1063	903	141	1644	735
v/s Ratio Prot			c0.12				c0.14	0.35		0.04	c0.39	
v/s Ratio Perm		0.09	0.16		c0.15				0.02			0.02
v/c Ratio		0.47	0.64		0.80		0.77	0.61	0.03	0.55	0.84	0.04
Uniform Delay, d1		30.5	21.8		32.8		32.8	12.0	8.0	37.5	19.9	12.4
Progression Factor		1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.1	1.2		17.2		5.8	1.0	0.0	4.3	3.9	0.0
Delay (s)		31.6	23.0		50.0		38.6	13.0	8.0	41.8	23.7	12.4
Level of Service		C	C		D		D	B	A	D	C	B
Approach Delay (s)		24.3			50.0			23.4			24.1	
Approach LOS		C			D			C			C	

### Intersection Summary

HCM 2000 Control Delay	25.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	84.8	Sum of lost time (s)	13.5
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 80: Palm Valley Rd & Landrum Lane

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	100	100	100	540	900	120
Future Volume (vph)	100	100	100	540	900	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	6.4	6.4	6.4	6.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	105	105	568	947	126
RTOR Reduction (vph)	0	93	0	0	0	23
Lane Group Flow (vph)	105	12	105	568	947	103
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8				2
Actuated Green, G (s)	12.3	12.3	11.4	81.6	63.8	63.8
Effective Green, g (s)	12.3	12.3	11.4	81.6	63.8	63.8
Actuated g/C Ratio	0.12	0.12	0.11	0.77	0.60	0.60
Clearance Time (s)	5.6	5.6	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	4.0
Lane Grp Cap (vph)	205	183	190	1435	1122	953
v/s Ratio Prot	c0.06		c0.06	0.30	c0.51	
v/s Ratio Perm		0.01				0.07
v/c Ratio	0.51	0.07	0.55	0.40	0.84	0.11
Uniform Delay, d1	44.0	41.7	44.8	4.0	17.0	9.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	0.2	3.5	0.2	6.2	0.1
Delay (s)	46.1	41.8	48.3	4.3	23.2	9.0
Level of Service	D	D	D	A	C	A
Approach Delay (s)	44.0			11.1	21.5	
Approach LOS	D			B	C	

### Intersection Summary

HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	105.9	Sum of lost time (s)	18.4
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

## **Unsignalized Short Term PM Reports**

HCM 2010 TWSC  
 15: Crossroad Lakes Dr & SR A1A

04/04/2017

**Intersection**

Int Delay, s/veh 25.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↑	↗	↖	↗			↕			↕	
Traffic Vol, veh/h	30	1200	90	50	880	10	40	0	30	10	0	10
Future Vol, veh/h	30	1200	90	50	880	10	40	0	30	10	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	380	-	380	425	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	1263	95	53	926	11	42	0	32	11	0	11

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	937	0	0	1263	0	0	2368	2368	1263	2379	2363	932
Stage 1	-	-	-	-	-	-	1326	1326	-	1037	1037	-
Stage 2	-	-	-	-	-	-	1042	1042	-	1342	1326	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	731	-	-	550	-	-	~ 24	35	207	24	35	323
Stage 1	-	-	-	-	-	-	192	225	-	279	308	-
Stage 2	-	-	-	-	-	-	277	307	-	188	225	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	731	-	-	550	-	-	~ 21	30	207	18	30	323
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 21	30	-	18	30	-
Stage 1	-	-	-	-	-	-	184	215	-	267	278	-
Stage 2	-	-	-	-	-	-	242	277	-	152	215	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0.7	\$ 788.5	217.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	34	550	-	-	731	-	34
HCM Lane V/C Ratio	2.167	0.096	-	-	0.043	-	0.619
HCM Control Delay (s)	\$ 788.5	12.2	-	-	10.1	-	217.1
HCM Lane LOS	F	B	-	-	B	-	F
HCM 95th %tile Q(veh)	8.3	0.3	-	-	0.1	-	2.1

**Notes**  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 23.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	W	W	W
Traffic Vol, veh/h	80	10	10	980	1200	120
Future Vol, veh/h	80	10	10	980	1200	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	465	-	-	260
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	10	10	1010	1237	124

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2268	1237	0
Stage 1	1237	-	-
Stage 2	1031	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 45	215	563
Stage 1	274	-	-
Stage 2	344	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	~ 44	215	563
Mov Cap-2 Maneuver	~ 44	-	-
Stage 1	274	-	-
Stage 2	338	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 620.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	563	-	48	-	-
HCM Lane V/C Ratio	0.018	-	1.933	-	-
HCM Control Delay (s)	11.5	-	\$ 620.5	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	9.3	-	-

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 53.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗	↗	↖	↗	↗
Traffic Vol, veh/h	50	10	20	30	10	160	20	880	40	170	1000	60
Future Vol, veh/h	50	10	20	30	10	160	20	880	40	170	1000	60
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	-	-	0	-	-	0	150	-	150	230	-	375
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	10	21	31	10	167	21	917	42	177	1042	63

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1901	2354	521	1838	2354	458	1042	0	0	917	0	0
Stage 1	1396	1396	-	958	958	-	-	-	-	-	-	-
Stage 2	505	958	-	880	1396	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 42	35	500	47	35	550	663	-	-	740	-	-
Stage 1	148	206	-	276	334	-	-	-	-	-	-	-
Stage 2	518	334	-	308	206	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 16	26	500	~ 25	26	550	663	-	-	740	-	-
Mov Cap-2 Maneuver	~ 16	26	-	~ 25	26	-	-	-	-	-	-	-
Stage 1	143	157	-	267	323	-	-	-	-	-	-	-
Stage 2	338	323	-	210	157	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 1250.7	143.6	0.2	1.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	663	-	-	17	500	25	550	740	-	-
HCM Lane V/C Ratio	0.031	-	-	3.676	0.042	1.667	0.303	0.239	-	-
HCM Control Delay (s)	10.6	-	-	\$ 1663.4	12.5	\$ 660.2	14.4	11.4	-	-
HCM Lane LOS	B	-	-	F	B	F	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	8.5	0.1	5.1	1.3	0.9	-	-

**Notes**  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 139.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	↑
Traffic Vol, veh/h	20	30	30	2500	2700	40
Future Vol, veh/h	20	30	30	2500	2700	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	185	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	32	32	2632	2842	42

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	4221	1421	2842 0
Stage 1	2842	-	- -
Stage 2	1379	-	- -
Critical Hdwy	6.84	6.94	4.14 -
Critical Hdwy Stg 1	5.84	-	- -
Critical Hdwy Stg 2	5.84	-	- -
Follow-up Hdwy	3.52	3.32	2.22 -
Pot Cap-1 Maneuver	~ 1	126	131 -
Stage 1	30	-	- -
Stage 2	199	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	~ 1	126	131 -
Mov Cap-2 Maneuver	~ 1	-	- -
Stage 1	30	-	- -
Stage 2	150	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	\$ 14833.2	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	131	-	2	-	-
HCM Lane V/C Ratio	0.241	-	26.316	-	-
HCM Control Delay (s)	41	\$ 14833.2	-	-	-
HCM Lane LOS	E	-	F	-	-
HCM 95th %tile Q(veh)	0.9	-	8.6	-	-

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



**Intersection**

Int Delay, s/veh 0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	20	10	360	590	40
Future Vol, veh/h	20	20	10	360	590	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	22	11	400	656	44

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1100	678	700	0	- 0
Stage 1	678	-	-	-	- -
Stage 2	422	-	-	-	- -
Critical Hdwy	7.12	6.22	4.12	-	- -
Critical Hdwy Stg 1	6.12	-	-	-	- -
Critical Hdwy Stg 2	6.12	-	-	-	- -
Follow-up Hdwy	3.518	3.318	2.218	-	- -
Pot Cap-1 Maneuver	190	452	897	-	- -
Stage 1	442	-	-	-	- -
Stage 2	609	-	-	-	- -
Platoon blocked, %				-	- -
Mov Cap-1 Maneuver	188	452	897	-	- -
Mov Cap-2 Maneuver	188	-	-	-	- -
Stage 1	435	-	-	-	- -
Stage 2	599	-	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	21.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	897	-	266	-	-
HCM Lane V/C Ratio	0.012	-	0.167	-	-
HCM Control Delay (s)	9.1	0	21.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

HCM 2010 TWSC  
 3: Palm Valley Rd & Roscoe Blvd

04/04/2017

Intersection

Int Delay, s/veh 244.6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations			↑			↑		↑	↑		↑	↑
Traffic Vol, veh/h	0	0	350	30	0	20	0	1100	240	0	2000	20
Future Vol, veh/h	0	0	350	30	0	20	0	1100	240	0	2000	20
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	-	-	Stop	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	-	-	150	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	94	92	94	92	94	94	94	94	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	380	32	0	21	0	1170	255	0	2128	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	2128	3298	-	1170	-	0	-	-	-	0
Stage 1	-	-	-	1170	-	-	-	-	-	-	-	-
Stage 2	-	-	-	2128	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	7.12	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	6.12	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	3.518	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	~ 63	~ 5	0	235	0	-	0	0	-	0
Stage 1	0	0	-	235	0	-	0	-	0	0	-	0
Stage 2	0	0	-	65	0	-	0	-	0	0	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	-	-	~ 63	-	-	235	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	235	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	\$ 2396.1	21.8	0	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NETNWLn1	SELn1	SWT
Capacity (veh/h)	- 235	63	-
HCM Lane V/C Ratio	- 0.091	6.039	-
HCM Control Delay (s)	- 21.8	2396.1	-
HCM Lane LOS	- C	F	-
HCM 95th %tile Q(veh)	- 0.3	43	-

Notes

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 20.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↕		↖	↗			↖	↗
Traffic Vol, veh/h	70	10	70	10	10	10	50	590	10	10	940	50
Future Vol, veh/h	70	10	70	10	10	10	50	590	10	10	940	50
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	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	-	200	-	-	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	11	74	11	11	11	53	621	11	11	989	53

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1748	1737	989	1742	1737	621	989	0	0	621	0	0
Stage 1	1011	1011	-	726	726	-	-	-	-	-	-	-
Stage 2	737	726	-	1016	1011	-	-	-	-	-	-	-
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	~ 67	87	299	68	87	487	699	-	-	960	-	-
Stage 1	289	317	-	416	430	-	-	-	-	-	-	-
Stage 2	410	430	-	287	317	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 54	78	299	42	78	487	699	-	-	960	-	-
Mov Cap-2 Maneuver	~ 54	78	-	42	78	-	-	-	-	-	-	-
Stage 1	267	308	-	384	397	-	-	-	-	-	-	-
Stage 2	361	397	-	203	308	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	233.8	79.5	0.8	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	699	-	-	56	299	78	960	-	-
HCM Lane V/C Ratio	0.075	-	-	1.504	0.246	0.405	0.011	-	-
HCM Control Delay (s)	10.6	-	-	\$ 420	20.9	79.5	8.8	-	-
HCM Lane LOS	B	-	-	F	C	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	7.7	0.9	1.6	0	-	-

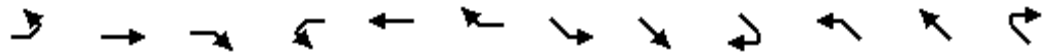
**Notes**  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

## **Signalized 2040 Build Alternative AM Reports**

# HCM Signalized Intersection Capacity Analysis

## 11: SR A1A & Mickler Rd

6/22/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	1200	160	100	20	330	100	50	390	880	100	370	30
Future Volume (vph)	1200	160	100	20	330	100	50	390	880	100	370	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.2	7.2			7.2		7.7	7.7	7.7	7.7	7.7	
Lane Util. Factor	0.97	1.00			1.00		1.00	0.95	1.00	1.00	1.00	
Frt	1.00	0.94			0.97		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	1755			1803		1770	3539	1583	1770	1842	
Flt Permitted	0.95	1.00			1.00		0.11	1.00	1.00	0.31	1.00	
Satd. Flow (perm)	3433	1755			1803		214	3539	1583	568	1842	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	1412	188	118	24	388	118	59	459	1035	118	435	35
RTOR Reduction (vph)	0	14	0	0	6	0	0	0	558	0	2	0
Lane Group Flow (vph)	1412	292	0	0	524	0	59	459	477	118	468	0
Turn Type	Split	NA		Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases							6		6	2		
Actuated Green, G (s)	59.8	59.8			30.8		40.6	34.8	34.8	43.6	36.3	
Effective Green, g (s)	59.8	59.8			30.8		40.6	34.8	34.8	43.6	36.3	
Actuated g/C Ratio	0.37	0.37			0.19		0.25	0.21	0.21	0.27	0.22	
Clearance Time (s)	7.2	7.2			7.2		7.7	7.7	7.7	7.7	7.7	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	2.5	2.5	3.0	2.5	
Lane Grp Cap (vph)	1263	645			341		109	757	339	206	411	
v/s Ratio Prot	c0.41	0.17			c0.29		0.02	0.13		c0.03	0.25	
v/s Ratio Perm							0.12		c0.30	0.13		
v/c Ratio	1.12	0.45			1.54		0.54	0.61	1.41	0.57	1.14	
Uniform Delay, d1	51.4	38.9			65.8		50.3	57.7	63.9	48.9	63.1	
Progression Factor	1.00	1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	64.2	0.5			255.1		5.4	1.2	200.1	3.8	88.3	
Delay (s)	115.6	39.5			321.0		55.7	58.8	263.9	52.7	151.4	
Level of Service	F	D			F		E	E	F	D	F	
Approach Delay (s)		102.0			321.0			195.4			131.6	
Approach LOS		F			F			F			F	

### Intersection Summary

HCM 2000 Control Delay	165.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	162.5	Sum of lost time (s)	29.8
Intersection Capacity Utilization	108.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 34: SR A1A & Palm Valley Rd

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	690	30	40	1400	1000	600
Future Volume (vph)	690	30	40	1400	1000	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1		7.3	7.3	7.3	7.1
Lane Util. Factor	0.97		1.00	0.95	0.95	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	0.95		0.95	1.00	1.00	1.00
Satd. Flow (prot)	3427		1770	3539	3539	1583
Flt Permitted	0.95		0.95	1.00	1.00	1.00
Satd. Flow (perm)	3427		1770	3539	3539	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	758	33	44	1538	1099	659
RTOR Reduction (vph)	2	0	0	0	0	110
Lane Group Flow (vph)	789	0	44	1538	1099	549
Turn Type	Prot		Prot	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases						6
Actuated Green, G (s)	40.5		8.0	95.1	79.8	120.3
Effective Green, g (s)	40.5		8.0	95.1	79.8	120.3
Actuated g/C Ratio	0.27		0.05	0.63	0.53	0.80
Clearance Time (s)	7.1		7.3	7.3	7.3	7.1
Vehicle Extension (s)	3.0		3.0	3.0	2.5	3.0
Lane Grp Cap (vph)	925		94	2243	1882	1269
v/s Ratio Prot	c0.23		0.02	c0.43	0.31	0.12
v/s Ratio Perm						0.23
v/c Ratio	0.85		0.47	0.69	0.58	0.43
Uniform Delay, d1	51.9		68.9	17.8	23.8	4.5
Progression Factor	1.00		1.00	1.00	0.74	5.96
Incremental Delay, d2	7.7		3.7	1.7	1.2	0.2
Delay (s)	59.6		72.6	19.5	18.9	27.0
Level of Service	E		E	B	B	C
Approach Delay (s)	59.6			21.0	21.9	
Approach LOS	E			C	C	

### Intersection Summary

HCM 2000 Control Delay	28.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 35: SR A1A & ATP Tour Blvd

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	200	100	130	2000	1500	250
Future Volume (vph)	200	100	130	2000	1500	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.6	7.6	7.6	7.6
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	5085	1583
Flt Permitted	0.95	1.00	0.10	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	179	3539	5085	1583
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	225	112	146	2247	1685	281
RTOR Reduction (vph)	0	95	0	0	0	51
Lane Group Flow (vph)	225	17	146	2247	1685	230
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	23.4	23.4	112.2	112.2	95.0	95.0
Effective Green, g (s)	23.4	23.4	112.2	112.2	95.0	95.0
Actuated g/C Ratio	0.16	0.16	0.75	0.75	0.63	0.63
Clearance Time (s)	6.8	6.8	7.6	7.6	7.6	7.6
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	276	246	235	2647	3220	1002
v/s Ratio Prot	c0.13		0.04	c0.63	0.33	
v/s Ratio Perm		0.01	0.42			0.15
v/c Ratio	0.82	0.07	0.62	0.85	0.52	0.23
Uniform Delay, d1	61.2	54.0	11.9	13.0	15.1	11.8
Progression Factor	1.00	1.00	1.46	0.84	1.27	1.81
Incremental Delay, d2	16.7	0.1	3.6	2.6	0.5	0.4
Delay (s)	77.9	54.1	21.0	13.6	19.6	21.7
Level of Service	E	D	C	B	B	C
Approach Delay (s)	70.0			14.0	19.9	
Approach LOS	E			B	B	

### Intersection Summary

HCM 2000 Control Delay	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	78.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 39: SR A1A & PGA Tour Blvd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	130	40	370	40	20	80	330	1900	20	70	1800	90	
Future Volume (vph)	130	40	370	40	20	80	330	1900	20	70	1800	90	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	7.5	7.5	7.5		7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5	
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00	
Frt	1.00	0.88	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1556	1504		1802	1583	3433	5085	1583	1770	5085	1583	
Flt Permitted	0.44	1.00	1.00		0.66	1.00	0.95	1.00	1.00	0.06	1.00	1.00	
Satd. Flow (perm)	812	1556	1504		1236	1583	3433	5085	1583	120	5085	1583	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	138	43	394	43	21	85	351	2021	21	74	1915	96	
RTOR Reduction (vph)	0	101	114	0	0	74	0	0	9	0	0	40	
Lane Group Flow (vph)	138	119	103	0	64	11	351	2021	12	74	1915	56	
Turn Type	pm+pt	NA	Perm	Perm	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	pm+ov	
Protected Phases	7	4			8	1	5	2		1	6	7	
Permitted Phases	4		4	8		8			2	6		6	
Actuated Green, G (s)	32.5	32.5	32.5		11.7	20.1	23.2	87.0	87.0	80.6	72.2	85.5	
Effective Green, g (s)	32.5	32.5	32.5		11.7	20.1	23.2	87.0	87.0	80.6	72.2	85.5	
Actuated g/C Ratio	0.22	0.22	0.22		0.08	0.13	0.15	0.58	0.58	0.54	0.48	0.57	
Clearance Time (s)	7.5	7.5	7.5		7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	2.5	2.5	3.0	2.5	3.0	
Lane Grp Cap (vph)	260	337	325		96	212	530	2949	918	156	2447	902	
v/s Ratio Prot	c0.05	0.08				0.00	c0.10	c0.40		0.03	c0.38	0.01	
v/s Ratio Perm	0.07		0.07		c0.05	0.00			0.01	0.23		0.03	
v/c Ratio	0.53	0.35	0.32		0.67	0.05	0.66	0.69	0.01	0.47	0.78	0.06	
Uniform Delay, d1	50.1	49.8	49.4		67.3	56.7	59.7	22.0	13.3	19.6	32.4	14.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.14	0.70	1.00	2.06	0.50	0.05	
Incremental Delay, d2	2.1	0.6	0.6		16.1	0.1	1.6	0.7	0.0	2.0	2.3	0.0	
Delay (s)	52.2	50.5	50.0		83.4	56.8	69.4	16.1	13.3	42.3	18.3	0.8	
Level of Service	D	D	D		F	E	E	B	B	D	B	A	
Approach Delay (s)		50.7			68.2			23.9			18.4		
Approach LOS		D			E			C			B		

### Intersection Summary

HCM 2000 Control Delay	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis  
 44: SR A1A & Sawgrass Village Dr

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖		↖	↖	↖	↑↑↑	↖	↖	↑↑↑	↖
Traffic Volume (vph)	160	10	50	50	10	120	80	2200	20	50	1700	320
Future Volume (vph)	160	10	50	50	10	120	80	2200	20	50	1700	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.3	8.3	8.3		8.3	7.0	7.0	7.0	7.0	7.0	7.0	8.3
Lane Util. Factor	0.97	1.00	1.00		1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1583		1789	1583	1770	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00	1.00		0.76	1.00	0.08	1.00	1.00	0.04	1.00	1.00
Satd. Flow (perm)	3433	1863	1583		1407	1583	157	5085	1583	81	5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	11	53	53	11	126	84	2316	21	53	1789	337
RTOR Reduction (vph)	0	0	43	0	0	80	0	0	8	0	0	106
Lane Group Flow (vph)	168	11	10	0	64	46	84	2316	13	53	1789	231
Turn Type	Prot	NA	Perm	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4			8	1	5	2		1	6	7
Permitted Phases			4	8		8	2		2	6		6
Actuated Green, G (s)	11.4	28.9	28.9		9.2	16.0	99.3	92.0	92.0	98.3	91.5	102.9
Effective Green, g (s)	11.4	28.9	28.9		9.2	16.0	99.3	92.0	92.0	98.3	91.5	102.9
Actuated g/C Ratio	0.08	0.19	0.19		0.06	0.11	0.66	0.61	0.61	0.66	0.61	0.69
Clearance Time (s)	8.3	8.3	8.3		8.3	7.0	7.0	7.0	7.0	7.0	7.0	8.3
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	2.5	2.5	3.0	2.5	3.0
Lane Grp Cap (vph)	260	358	304		86	168	182	3118	970	129	3101	1085
v/s Ratio Prot	c0.05	0.01				0.01	c0.02	c0.46		0.02	0.35	0.02
v/s Ratio Perm			0.01		c0.05	0.02	0.28		0.01	0.25		0.13
v/c Ratio	0.65	0.03	0.03		0.74	0.28	0.46	0.74	0.01	0.41	0.58	0.21
Uniform Delay, d1	67.3	49.2	49.2		69.2	61.7	12.9	20.6	11.3	19.0	17.6	8.7
Progression Factor	1.00	1.00	1.00		1.00	1.00	2.01	0.32	1.00	1.39	1.53	5.23
Incremental Delay, d2	5.4	0.0	0.0		29.0	0.9	1.5	1.3	0.0	1.8	0.7	0.1
Delay (s)	72.8	49.2	49.2		98.2	62.6	27.5	7.9	11.3	28.1	27.6	45.4
Level of Service	E	D	D		F	E	C	A	B	C	C	D
Approach Delay (s)		66.3			74.6			8.6			30.3	
Approach LOS		E			E			A			C	

Intersection Summary		
HCM 2000 Control Delay	23.2	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.72	
Actuated Cycle Length (s)	150.0	Sum of lost time (s) 30.6
Intersection Capacity Utilization	75.7%	ICU Level of Service D
Analysis Period (min)	15	

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 48: SR A1A & Thousand Oaks Dr

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘		↗	↑↑↑	↗	↗	↑↑↑	↗
Traffic Volume (vph)	90	0	70	30	0	80	20	2300	20	140	2000	30
Future Volume (vph)	90	0	70	30	0	80	20	2300	20	140	2000	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.4		8.4	8.4		7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.94		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1705		1770	1583		1770	5085	1583	1770	5085	1583
Flt Permitted		0.78		0.60	1.00		0.07	1.00	1.00	0.04	1.00	1.00
Satd. Flow (perm)		1366		1116	1583		131	5085	1583	71	5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	95	0	74	32	0	84	21	2421	21	147	2105	32
RTOR Reduction (vph)	0	71	0	0	74	0	0	0	7	0	0	9
Lane Group Flow (vph)	0	98	0	32	10	0	21	2421	14	147	2105	23
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1		6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		17.2		17.2	17.2		101.4	97.7	97.7	117.4	106.7	106.7
Effective Green, g (s)		17.2		17.2	17.2		101.4	97.7	97.7	117.4	106.7	106.7
Actuated g/C Ratio		0.11		0.11	0.11		0.68	0.65	0.65	0.78	0.71	0.71
Clearance Time (s)		8.4		8.4	8.4		7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)		156		127	181		128	3312	1031	199	3617	1126
v/s Ratio Prot					0.01		0.00	0.48		c0.06	c0.41	
v/s Ratio Perm		c0.07		0.03			0.11		0.01	c0.51		0.01
v/c Ratio		0.63		0.25	0.05		0.16	0.73	0.01	0.74	0.58	0.02
Uniform Delay, d1		63.4		60.5	59.1		9.0	17.4	9.2	45.0	10.7	6.3
Progression Factor		1.00		1.00	1.00		0.82	1.46	1.00	1.22	0.67	1.00
Incremental Delay, d2		7.7		1.0	0.1		0.4	1.0	0.0	10.4	0.5	0.0
Delay (s)		71.1		61.6	59.3		7.8	26.4	9.2	65.2	7.7	6.4
Level of Service		E		E	E		A	C	A	E	A	A
Approach Delay (s)		71.1			59.9			26.1			11.4	
Approach LOS		E			E			C			B	

### Intersection Summary

HCM 2000 Control Delay	21.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.4
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 53: SR A1A & Corona Rd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗	↖	↑↑↑	↗	↖	↑↑↑	↗
Traffic Volume (vph)	20	10	20	210	10	190	10	2200	210	100	2000	10
Future Volume (vph)	20	10	20	210	10	190	10	2200	210	100	2000	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.3			8.3	8.3	6.9	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor		1.00			1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1729			1778	1583	1770	5085	1583	1770	5085	1583
Flt Permitted		0.73			0.70	1.00	0.06	1.00	1.00	0.04	1.00	1.00
Satd. Flow (perm)		1294			1299	1583	105	5085	1583	79	5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	11	21	221	11	200	11	2316	221	105	2105	11
RTOR Reduction (vph)	0	15	0	0	0	73	0	0	91	0	0	4
Lane Group Flow (vph)	0	38	0	0	232	127	11	2316	130	105	2105	7
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)		31.5			31.5	31.5	90.7	88.3	88.3	102.1	94.0	94.0
Effective Green, g (s)		31.5			31.5	31.5	90.7	88.3	88.3	102.1	94.0	94.0
Actuated g/C Ratio		0.21			0.21	0.21	0.60	0.59	0.59	0.68	0.63	0.63
Clearance Time (s)		8.3			8.3	8.3	6.9	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)		3.0			3.0	3.0	3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)		271			272	332	90	2993	931	145	3186	992
v/s Ratio Prot							0.00	c0.46		c0.04	c0.41	
v/s Ratio Perm		0.03			c0.18	0.08	0.07		0.08	0.45		0.00
v/c Ratio		0.14			0.85	0.38	0.12	0.77	0.14	0.72	0.66	0.01
Uniform Delay, d1		48.2			57.0	50.9	14.9	23.3	13.8	36.0	17.8	10.5
Progression Factor		1.00			1.00	1.00	0.69	0.32	0.41	1.00	1.00	1.00
Incremental Delay, d2		0.2			21.9	0.7	0.5	1.5	0.2	16.4	1.1	0.0
Delay (s)		48.5			78.9	51.6	10.7	8.9	5.9	52.4	18.9	10.5
Level of Service		D			E	D	B	A	A	D	B	B
Approach Delay (s)		48.5			66.3			8.7			20.5	
Approach LOS		D			E			A			C	

### Intersection Summary

HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.1
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 24: SR A1A & Library Blvd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔		↔		↔		↔	↑↑↑		↔	↑↑↑	↔
Traffic Volume (vph)	20	0	170	0	0	3	100	2100	0	10	2100	90
Future Volume (vph)	20	0	170	0	0	3	100	2100	0	10	2100	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0		7.0		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00		1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frt	1.00		0.85		0.86		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95		1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770		1583		1611		1770	5085		1770	5085	1583
Flt Permitted	0.95		1.00		1.00		0.05	1.00		0.07	1.00	1.00
Satd. Flow (perm)	1770		1583		1611		100	5085		129	5085	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	21	0	175	0	0	3	103	2165	0	10	2165	93
RTOR Reduction (vph)	0	0	166	0	3	0	0	0	0	0	0	28
Lane Group Flow (vph)	21	0	9	0	0	0	103	2165	0	10	2165	65
Turn Type	Prot		Prot		NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4		4		8		5	2		1	6	
Permitted Phases				8			2			6		6
Actuated Green, G (s)	8.6		8.6		1.2		136.1	126.7		118.9	116.5	116.5
Effective Green, g (s)	8.6		8.6		1.2		136.1	126.7		118.9	116.5	116.5
Actuated g/C Ratio	0.05		0.05		0.01		0.82	0.76		0.71	0.70	0.70
Clearance Time (s)	7.0		7.0		7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0		3.0		3.0		3.0	4.0		3.0	4.0	4.0
Lane Grp Cap (vph)	91		81		11		207	3860		115	3549	1104
v/s Ratio Prot	c0.01		0.01		c0.00		c0.04	c0.43		0.00	c0.43	
v/s Ratio Perm							0.37			0.06		0.04
v/c Ratio	0.23		0.11		0.00		0.50	0.56		0.09	0.61	0.06
Uniform Delay, d1	76.0		75.5		82.3		19.3	8.4		7.6	13.3	7.9
Progression Factor	1.00		1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.3		0.6		0.1		1.9	0.2		0.3	0.8	0.1
Delay (s)	77.3		76.1		82.3		21.2	8.7		7.9	14.0	8.0
Level of Service	E		E		F		C	A		A	B	A
Approach Delay (s)		76.2			82.3			9.2			13.8	
Approach LOS		E			F			A			B	

### Intersection Summary

HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	166.9	Sum of lost time (s)	28.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 58: SR A1A & Solana Rd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔			↔	↔	↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Volume (vph)	740	120	100	180	80	350	80	1900	80	110	1800	510
Future Volume (vph)	740	120	100	180	80	350	80	1900	80	110	1800	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5			7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1736			1800	1583	1770	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1736			1800	1583	1770	5085	1583	1770	5085	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	763	124	103	186	82	361	82	1959	82	113	1856	526
RTOR Reduction (vph)	0	20	0	0	0	117	0	0	46	0	0	118
Lane Group Flow (vph)	763	207	0	0	268	244	82	1959	36	113	1856	408
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	8	8		7	7	1	5	2		1	6	8
Permitted Phases						7			2			6
Actuated Green, G (s)	29.5	29.5			16.5	24.2	8.3	66.7	66.7	7.7	66.1	95.6
Effective Green, g (s)	29.5	29.5			16.5	24.2	8.3	66.7	66.7	7.7	66.1	95.6
Actuated g/C Ratio	0.20	0.20			0.11	0.16	0.06	0.44	0.44	0.05	0.44	0.64
Clearance Time (s)	7.5	7.5			7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0
Lane Grp Cap (vph)	675	341			198	255	97	2261	703	90	2240	1088
v/s Ratio Prot	c0.22	0.12			c0.15	0.05	0.05	c0.39		0.06	c0.36	0.07
v/s Ratio Perm						0.11			0.02			0.18
v/c Ratio	1.13	0.61			1.35	0.96	0.85	0.87	0.05	1.26	0.83	0.38
Uniform Delay, d1	60.2	55.0			66.8	62.4	70.2	37.6	23.7	71.2	37.0	13.0
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.10	0.74	0.89
Incremental Delay, d2	76.4	3.0			188.5	44.4	45.6	4.8	0.1	147.8	1.6	0.1
Delay (s)	136.7	58.0			255.2	106.8	115.8	42.4	23.8	226.3	29.1	11.7
Level of Service	F	E			F	F	F	D	C	F	C	B
Approach Delay (s)		118.6			170.0			44.5			34.3	
Approach LOS		F			F			D			C	

### Intersection Summary

HCM 2000 Control Delay	64.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	102.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 67: SR A1A & Marlin Ave

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	160	60	20	2800	2400	40
Future Volume (vph)	160	60	20	2800	2400	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	5085	3539	1583
Flt Permitted	0.95	1.00	0.03	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	64	5085	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	63	21	2947	2526	42
RTOR Reduction (vph)	0	32	0	0	0	10
Lane Group Flow (vph)	168	31	21	2947	2526	32
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	17.3	17.3	119.4	119.4	110.2	110.2
Effective Green, g (s)	17.3	17.3	119.4	119.4	110.2	110.2
Actuated g/C Ratio	0.12	0.12	0.80	0.80	0.73	0.73
Clearance Time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	204	182	78	4047	2599	1162
v/s Ratio Prot	c0.09		0.00	c0.58	c0.71	
v/s Ratio Perm		0.02	0.21			0.02
v/c Ratio	0.82	0.17	0.27	0.73	0.97	0.03
Uniform Delay, d1	64.9	59.9	45.9	7.4	18.5	5.4
Progression Factor	1.00	1.00	2.04	1.31	1.00	1.00
Incremental Delay, d2	22.8	0.4	0.7	0.4	12.2	0.0
Delay (s)	87.6	60.3	94.1	10.1	30.7	5.4
Level of Service	F	E	F	B	C	A
Approach Delay (s)	80.2			10.7	30.2	
Approach LOS	F			B	C	

### Intersection Summary

HCM 2000 Control Delay	22.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.1
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 8: Palm Valley Rd & Mickler Rd

6/20/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕	↗↘		↕		↗↘	↕↗		↕	↕↗	↗
Traffic Volume (vph)	50	30	600	20	20	10	600	1450	20	10	1200	80
Future Volume (vph)	50	30	600	20	20	10	600	1450	20	10	1200	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor		1.00	0.88		1.00		0.97	0.95		1.00	0.95	1.00
Frt		1.00	0.85		0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.97	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1806	2787		1778		3433	3532		1770	3539	1583
Flt Permitted		0.85	1.00		0.83		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1575	2787		1512		3433	3532		1770	3539	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	57	34	682	23	23	11	682	1648	23	11	1364	91
RTOR Reduction (vph)	0	0	16	0	10	0	0	1	0	0	0	46
Lane Group Flow (vph)	0	91	666	0	47	0	682	1670	0	11	1364	45
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8								6
Actuated Green, G (s)		8.4	27.6		8.4		19.2	57.5		1.3	39.6	39.6
Effective Green, g (s)		8.4	27.6		8.4		19.2	57.5		1.3	39.6	39.6
Actuated g/C Ratio		0.10	0.34		0.10		0.24	0.71		0.02	0.49	0.49
Clearance Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		163	1108		157		816	2516		28	1736	776
v/s Ratio Prot			c0.14				c0.20	0.47		0.01	c0.39	
v/s Ratio Perm		0.06	0.10		0.03							0.03
v/c Ratio		0.56	0.60		0.30		0.84	0.66		0.39	0.79	0.06
Uniform Delay, d1		34.4	22.0		33.4		29.3	6.3		39.3	17.0	10.8
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		4.1	0.9		1.1		7.4	0.7		8.9	2.4	0.0
Delay (s)		38.5	22.9		34.5		36.7	7.0		48.2	19.5	10.8
Level of Service		D	C		C		D	A		D	B	B
Approach Delay (s)		24.8			34.5			15.6			19.1	
Approach LOS		C			C			B			B	

### Intersection Summary

HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	80.7	Sum of lost time (s)	13.5
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 80: Palm Valley Rd & Landrum Lane

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	220	210	210	620	410	160
Future Volume (vph)	220	210	210	620	410	160
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6	5.6	6.4	6.4	6.4	6.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1805	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.23	1.00	1.00	1.00
Satd. Flow (perm)	1805	1583	430	1863	1863	1583
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	247	236	236	697	461	180
RTOR Reduction (vph)	0	147	0	0	0	87
Lane Group Flow (vph)	247	89	236	697	461	93
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Actuated Green, G (s)	17.7	17.7	39.9	39.9	23.3	23.3
Effective Green, g (s)	17.7	17.7	39.9	39.9	23.3	23.3
Actuated g/C Ratio	0.25	0.25	0.57	0.57	0.33	0.33
Clearance Time (s)	5.6	5.6	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	459	402	442	1068	623	529
v/s Ratio Prot	c0.14		0.08	c0.37	c0.25	
v/s Ratio Perm		0.06	0.23			0.06
v/c Ratio	0.54	0.22	0.53	0.65	0.74	0.18
Uniform Delay, d1	22.4	20.5	9.8	10.1	20.5	16.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	0.3	1.2	1.4	4.6	0.2
Delay (s)	23.6	20.8	11.0	11.6	25.1	16.5
Level of Service	C	C	B	B	C	B
Approach Delay (s)	22.2			11.4	22.7	
Approach LOS	C			B	C	

### Intersection Summary

HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	69.6	Sum of lost time (s)	18.4
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



## **Unsignalized 2040 Build Alternative AM Reports**

HCM 2010 TWSC  
 15: Crossroad Lakes Dr & SR A1A

04/04/2017

Intersection												
Int Delay, s/veh	268.5											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗	↘	↖	↗			↕			↕	
Traffic Vol, veh/h	20	1300	70	30	1600	20	100	0	50	20	0	30
Future Vol, veh/h	20	1300	70	30	1600	20	100	0	50	20	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	380	-	380	425	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	1512	81	35	1860	23	116	0	58	23	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1884	0	0	1512	0	0	2558	3511	756	2744	3500	942
Stage 1	-	-	-	-	-	-	1558	1558	-	1942	1942	-
Stage 2	-	-	-	-	-	-	1000	1953	-	802	1558	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	314	-	-	438	-	-	~ 13	6	351	~ 9	6	264
Stage 1	-	-	-	-	-	-	118	172	-	67	110	-
Stage 2	-	-	-	-	-	-	261	109	-	344	172	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	314	-	-	438	-	-	~ 10	5	351	~ 7	5	264
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 10	5	-	~ 7	5	-
Stage 1	-	-	-	-	-	-	~ 109	159	-	62	101	-
Stage 2	-	-	-	-	-	-	208	100	-	266	159	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.3	0.3	\$ 5277.1	\$ 1550.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	15	438	-	-	314	-	17
HCM Lane V/C Ratio	11.628	0.08	-	-	0.074	-	3.42
HCM Control Delay (s)	\$ 5277.1	13.9	-	-	17.4	-	\$ 1550.2
HCM Lane LOS	F	B	-	-	C	-	F
HCM 95th %tile Q(veh)	22.8	0.3	-	-	0.2	-	7.9

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 68.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	W	W	W
Traffic Vol, veh/h	90	10	50	1800	1100	180
Future Vol, veh/h	90	10	50	1800	1100	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	465	-	-	260
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	12	60	2143	1310	214

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2500	655	1310 0
Stage 1	1310	-	- -
Stage 2	1190	-	- -
Critical Hdwy	6.84	6.94	4.14 -
Critical Hdwy Stg 1	5.84	-	- -
Critical Hdwy Stg 2	5.84	-	- -
Follow-up Hdwy	3.52	3.32	2.22 -
Pot Cap-1 Maneuver	~ 24	409	524 -
Stage 1	217	-	- -
Stage 2	251	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	~ 21	409	524 -
Mov Cap-2 Maneuver	~ 21	-	- -
Stage 1	217	-	- -
Stage 2	222	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	\$ 2218	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	524	-	23	-	-
HCM Lane V/C Ratio	0.114	-	5.176	-	-
HCM Control Delay (s)	12.7	-	\$ 2218	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.4	-	15	-	-

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗	↗	↖	↗	↗
Traffic Vol, veh/h	70	10	10	40	10	140	40	1500	50	170	890	50
Future Vol, veh/h	70	10	10	40	10	140	40	1500	50	170	890	50
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	-	-	0	-	-	0	150	-	150	230	-	375
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	81	12	12	47	12	163	47	1744	58	198	1035	58

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2401	3267	517	2756	3267	872	1035	0	0	1744	0	0
Stage 1	1430	1430	-	1837	1837	-	-	-	-	-	-	-
Stage 2	971	1837	-	919	1430	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 17	~ 9	503	~ 9	~ 9	294	667	-	-	356	-	-
Stage 1	141	199	-	78	125	-	-	-	-	-	-	-
Stage 2	271	125	-	292	199	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	-	~ 4	503	-	~ 4	294	667	-	-	356	-	-
Mov Cap-2 Maneuver	-	~ 4	-	-	~ 4	-	-	-	-	-	-	-
Stage 1	131	88	-	73	116	-	-	-	-	-	-	-
Stage 2	101	116	-	110	88	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.3	4.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	667	-	-	-	503	-	294	356	-	-
HCM Lane V/C Ratio	0.07	-	-	-	0.023	-	0.554	0.555	-	-
HCM Control Delay (s)	10.8	-	-	-	12.3	-	31.4	27	-	-
HCM Lane LOS	B	-	-	-	B	-	D	D	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	-	3.1	3.2	-	-

**Notes**  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh	148					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑↑	↑↑↑	↑
Traffic Vol, veh/h	40	70	20	2800	2400	20
Future Vol, veh/h	40	70	20	2800	2400	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	185	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	76	22	3043	2609	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3870	1304	2609	0	-	0
Stage 1	2609	-	-	-	-	-
Stage 2	1261	-	-	-	-	-
Critical Hdwy	6.44	7.14	5.34	-	-	-
Critical Hdwy Stg 1	7.34	-	-	-	-	-
Critical Hdwy Stg 2	6.74	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	~ 4	129	61	-	-	-
Stage 1	~ 14	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 3	129	61	-	-	-
Mov Cap-2 Maneuver	~ 3	-	-	-	-	-
Stage 1	~ 9	-	-	-	-	-
Stage 2	103	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 7180.5	0.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	61	-	8	-	-
HCM Lane V/C Ratio	0.356	-	14.946	-	-
HCM Control Delay (s)	93.7	\$	7180.5	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	1.3	-	16.6	-	-

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	20	20	490	370	10
Future Vol, veh/h	20	20	20	490	370	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	21	21	510	385	10

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	943	391	396	0
Stage 1	391	-	-	-
Stage 2	552	-	-	-
Critical Hdwy	6.42	6.22	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-
Pot Cap-1 Maneuver	291	658	1163	-
Stage 1	683	-	-	-
Stage 2	577	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	284	658	1163	-
Mov Cap-2 Maneuver	284	-	-	-
Stage 1	683	-	-	-
Stage 2	563	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1163	-	397	-	-
HCM Lane V/C Ratio	0.018	-	0.105	-	-
HCM Control Delay (s)	8.2	0	15.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

HCM 2010 TWSC  
3: Palm Valley Rd & Roscoe Blvd

6/20/2017

**Intersection**

Int Delay, s/veh 19.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	0	0	350	0	0	20	0	2010	530	0	1700	100
Future Vol, veh/h	0	0	350	0	0	20	0	2010	530	0	1700	100
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	-	-	Stop	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	94	92	94	92	94	94	94	94	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	380	0	0	21	0	2138	564	0	1809	109

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2878	3947	904	3042	3947	1069	1809	0	-	2138	0	0
Stage 1	1809	1809	-	2138	2138	-	-	-	-	-	-	-
Stage 2	1069	2138	-	904	1809	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	7	3	~ 280	5	3	217	336	-	0	250	-	0
Stage 1	82	129	-	50	88	-	-	-	0	-	-	0
Stage 2	236	88	-	298	129	-	-	-	0	-	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	6	3	~ 280	-	3	217	336	-	-	250	-	-
Mov Cap-2 Maneuver	6	3	-	-	3	-	-	-	-	-	-	-
Stage 1	82	129	-	50	88	-	-	-	-	-	-	-
Stage 2	213	88	-	-	129	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	218.5	23.4	0	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NEL	NETNWLn1	SELn1	SWL	SWT
Capacity (veh/h)	336	-	217	280	250
HCM Lane V/C Ratio	-	-	0.098	1.359	-
HCM Control Delay (s)	0	-	23.4	218.5	0
HCM Lane LOS	A	-	C	F	A
HCM 95th %tile Q(veh)	0	-	0.3	19.8	0

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 13.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↕		↖	↗			↕	
Traffic Vol, veh/h	80	10	50	10	10	10	60	800	10	10	520	40
Future Vol, veh/h	80	10	50	10	10	10	60	800	10	10	520	40
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	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	-	200	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	82	10	52	10	10	10	62	825	10	10	536	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1516	1505	536	1510	1505	825	536	0	0	825	0	0
Stage 1	557	557	-	948	948	-	-	-	-	-	-	-
Stage 2	959	948	-	562	557	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	99	122	549	100	122	376	1042	-	-	814	-	-
Stage 1	518	515	-	316	342	-	-	-	-	-	-	-
Stage 2	311	342	-	515	515	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	84	113	549	79	113	376	1042	-	-	814	-	-
Mov Cap-2 Maneuver	84	113	-	79	113	-	-	-	-	-	-	-
Stage 1	487	506	-	297	322	-	-	-	-	-	-	-
Stage 2	275	322	-	449	506	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	138.3	43.4	0.6	0.2
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1042	-	-	86	549	124	814	-	-
HCM Lane V/C Ratio	0.059	-	-	1.079	0.094	0.249	0.013	-	-
HCM Control Delay (s)	8.7	-	-	208.3	12.2	43.4	9.5	0	-
HCM Lane LOS	A	-	-	F	B	E	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	6.3	0.3	0.9	0	-	-

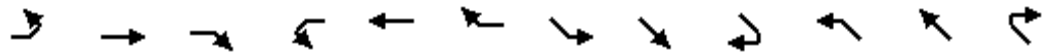


## **Signalized 2040 Build Alternative PM Reports**

# HCM Signalized Intersection Capacity Analysis

## 11: SR A1A & Mickler Rd

6/22/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	760	80	80	80	410	180	70	720	1070	60	360	10
Future Volume (vph)	760	80	80	80	410	180	70	720	1070	60	360	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.2	7.2			7.2		7.7	7.7	7.7	7.7	7.7	
Lane Util. Factor	0.97	1.00			1.00		1.00	0.95	1.00	1.00	1.00	
Frt	1.00	0.93			0.96		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00			0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	1723			1784		1770	3539	1583	1770	1855	
Flt Permitted	0.95	1.00			0.99		0.15	1.00	1.00	0.12	1.00	
Satd. Flow (perm)	3433	1723			1784		285	3539	1583	224	1855	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	784	82	82	82	423	186	72	742	1103	62	371	10
RTOR Reduction (vph)	0	24	0	0	8	0	0	0	498	0	1	0
Lane Group Flow (vph)	784	140	0	0	683	0	72	742	605	62	380	0
Turn Type	Split	NA		Split	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases							6		6	2		
Actuated Green, G (s)	41.6	41.6			38.9		42.7	35.5	35.5	39.7	34.0	
Effective Green, g (s)	41.6	41.6			38.9		42.7	35.5	35.5	39.7	34.0	
Actuated g/C Ratio	0.27	0.27			0.26		0.28	0.23	0.23	0.26	0.22	
Clearance Time (s)	7.2	7.2			7.2		7.7	7.7	7.7	7.7	7.7	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	2.5	2.5	3.0	2.5	
Lane Grp Cap (vph)	942	473			458		150	829	370	116	416	
v/s Ratio Prot	c0.23	0.08			c0.38		c0.02	0.21		0.02	0.20	
v/s Ratio Perm							0.11		c0.38	0.12		
v/c Ratio	0.83	0.30			1.49		0.48	0.90	1.64	0.53	0.91	
Uniform Delay, d1	51.7	43.4			56.3		43.0	56.2	58.0	44.7	57.3	
Progression Factor	1.00	1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.4	0.4			232.3		2.4	12.1	298.2	4.7	24.2	
Delay (s)	58.0	43.7			288.6		45.4	68.3	356.2	49.3	81.5	
Level of Service	E	D			F		D	E	F	D	F	
Approach Delay (s)		55.6			288.6			233.1			77.0	
Approach LOS		E			F			F			E	

### Intersection Summary

HCM 2000 Control Delay	183.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	151.5	Sum of lost time (s)	29.8
Intersection Capacity Utilization	125.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 34: SR A1A & Palm Valley Rd

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	570	30	40	1200	1500	880
Future Volume (vph)	570	30	40	1200	1500	880
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1		7.3	7.3	7.3	7.1
Lane Util. Factor	0.97		1.00	0.95	0.95	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	0.95		0.95	1.00	1.00	1.00
Satd. Flow (prot)	3424		1770	3539	3539	1583
Flt Permitted	0.95		0.95	1.00	1.00	1.00
Satd. Flow (perm)	3424		1770	3539	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	594	31	42	1250	1562	917
RTOR Reduction (vph)	2	0	0	0	0	81
Lane Group Flow (vph)	623	0	42	1250	1563	836
Turn Type	Prot		Prot	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases						6
Actuated Green, G (s)	34.0		6.8	101.6	87.5	121.5
Effective Green, g (s)	34.0		6.8	101.6	87.5	121.5
Actuated g/C Ratio	0.23		0.05	0.68	0.58	0.81
Clearance Time (s)	7.1		7.3	7.3	7.3	7.1
Vehicle Extension (s)	3.0		3.0	3.0	2.5	3.0
Lane Grp Cap (vph)	776		80	2397	2064	1282
v/s Ratio Prot	c0.18		0.02	c0.35	c0.44	0.15
v/s Ratio Perm						0.38
v/c Ratio	0.80		0.53	0.52	0.76	0.65
Uniform Delay, d1	54.8		70.0	12.1	23.3	5.7
Progression Factor	1.00		1.00	1.00	0.54	1.07
Incremental Delay, d2	6.0		6.1	0.8	1.9	0.9
Delay (s)	60.8		76.1	12.9	14.4	7.0
Level of Service	E		E	B	B	A
Approach Delay (s)	60.8			14.9	11.7	
Approach LOS	E			B	B	

### Intersection Summary

HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 35: SR A1A & ATP Tour Blvd

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	330	160	110	1700	2200	310
Future Volume (vph)	330	160	110	1700	2200	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.6	7.6	7.6	7.6
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	5085	1583
Flt Permitted	0.95	1.00	0.04	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	78	3539	5085	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	344	167	115	1771	2292	323
RTOR Reduction (vph)	0	52	0	0	0	55
Lane Group Flow (vph)	344	115	115	1771	2292	268
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	32.9	32.9	102.7	102.7	87.8	87.8
Effective Green, g (s)	32.9	32.9	102.7	102.7	87.8	87.8
Actuated g/C Ratio	0.22	0.22	0.68	0.68	0.59	0.59
Clearance Time (s)	6.8	6.8	7.6	7.6	7.6	7.6
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	388	347	135	2423	2976	926
v/s Ratio Prot	c0.19		0.04	c0.50	0.45	
v/s Ratio Perm		0.07	c0.54			0.17
v/c Ratio	0.89	0.33	0.85	0.73	0.77	0.29
Uniform Delay, d1	56.7	49.3	40.0	14.9	23.5	15.5
Progression Factor	1.00	1.00	1.27	1.14	0.83	1.07
Incremental Delay, d2	20.8	0.6	32.3	1.6	1.2	0.5
Delay (s)	77.6	49.9	83.1	18.6	20.6	17.0
Level of Service	E	D	F	B	C	B
Approach Delay (s)	68.5			22.6	20.2	
Approach LOS	E			C	C	

### Intersection Summary

HCM 2000 Control Delay	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 39: SR A1A & PGA Tour Blvd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘		↖	↗	↖↗	↖↗↘	↗	↖	↖↗↘	↖
Traffic Volume (vph)	190	60	550	30	50	80	330	1900	30	110	2100	100
Future Volume (vph)	190	60	550	30	50	80	330	1900	30	110	2100	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5	7.5		7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.88	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1556	1504		1828	1583	3433	5085	1583	1770	5085	1583
Flt Permitted	0.44	1.00	1.00		0.73	1.00	0.95	1.00	1.00	0.05	1.00	1.00
Satd. Flow (perm)	815	1556	1504		1368	1583	3433	5085	1583	99	5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	200	63	579	32	53	84	347	2000	32	116	2211	105
RTOR Reduction (vph)	0	99	108	0	0	72	0	0	14	0	0	39
Lane Group Flow (vph)	200	225	210	0	85	12	347	2000	18	116	2211	66
Turn Type	pm+pt	NA	Perm	Perm	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4			8	1	5	2		1	6	7
Permitted Phases	4		4	8		8			2	6		6
Actuated Green, G (s)	35.5	35.5	35.5		12.4	22.3	15.2	82.5	82.5	87.1	77.2	92.8
Effective Green, g (s)	35.5	35.5	35.5		12.4	22.3	15.2	82.5	82.5	87.1	77.2	92.8
Actuated g/C Ratio	0.24	0.24	0.24		0.08	0.15	0.10	0.55	0.55	0.58	0.51	0.62
Clearance Time (s)	7.5	7.5	7.5		7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	2.5	2.5	3.0	2.5	3.0
Lane Grp Cap (vph)	292	368	355		113	235	347	2796	870	167	2617	979
v/s Ratio Prot	0.07	c0.14				0.00	c0.10	c0.39		0.05	c0.43	0.01
v/s Ratio Perm	c0.09		0.14		0.06	0.00			0.01	0.35		0.03
v/c Ratio	0.68	0.61	0.59		0.75	0.05	1.00	0.72	0.02	0.69	0.84	0.07
Uniform Delay, d1	49.5	51.1	50.8		67.3	54.8	67.4	25.0	15.4	29.4	31.3	11.4
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.13	0.54	1.00	1.40	0.55	0.36
Incremental Delay, d2	6.5	3.0	2.6		24.2	0.1	42.0	1.2	0.0	9.6	2.9	0.0
Delay (s)	56.0	54.1	53.5		91.5	54.9	117.9	14.8	15.4	50.8	20.1	4.1
Level of Service	E	D	D		F	D	F	B	B	D	C	A
Approach Delay (s)		54.3			73.3			29.8			20.9	
Approach LOS		D			E			C			C	

### Intersection Summary

HCM 2000 Control Delay	30.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	94.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
44: SR A1A & Sawgrass Village Dr

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖		↖	↖	↖	↑↑↑	↖	↖	↑↑↑	↖
Traffic Volume (vph)	470	30	230	30	20	50	160	2000	60	80	1900	370
Future Volume (vph)	470	30	230	30	20	50	160	2000	60	80	1900	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.3	8.3	8.3		8.3	7.0	7.0	7.0	7.0	7.0	7.0	8.3
Lane Util. Factor	0.97	1.00	1.00		1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1583		1809	1583	1770	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00	1.00		0.80	1.00	0.05	1.00	1.00	0.05	1.00	1.00
Satd. Flow (perm)	3433	1863	1583		1489	1583	97	5085	1583	100	5085	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	485	31	237	31	21	52	165	2062	62	82	1959	381
RTOR Reduction (vph)	0	0	74	0	0	47	0	0	30	0	0	124
Lane Group Flow (vph)	485	31	163	0	52	5	165	2062	32	82	1959	257
Turn Type	Prot	NA	Perm	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4			8	1	5	2		1	6	7
Permitted Phases			4	8		8	2		2	6		6
Actuated Green, G (s)	27.0	42.9	42.9		7.6	15.2	87.8	77.2	77.2	81.8	74.2	101.2
Effective Green, g (s)	27.0	42.9	42.9		7.6	15.2	87.8	77.2	77.2	81.8	74.2	101.2
Actuated g/C Ratio	0.18	0.29	0.29		0.05	0.10	0.59	0.51	0.51	0.55	0.49	0.67
Clearance Time (s)	8.3	8.3	8.3		8.3	7.0	7.0	7.0	7.0	7.0	7.0	8.3
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	2.5	2.5	3.0	2.5	3.0
Lane Grp Cap (vph)	617	532	452		75	160	175	2617	814	139	2515	1067
v/s Ratio Prot	c0.14	0.02				0.00	c0.07	0.41		0.03	0.39	0.04
v/s Ratio Perm			0.10		c0.03	0.00	c0.49		0.02	0.29		0.12
v/c Ratio	0.79	0.06	0.36		0.69	0.03	0.94	0.79	0.04	0.59	0.78	0.24
Uniform Delay, d1	58.7	38.9	42.6		70.1	60.8	44.4	29.7	18.0	25.5	31.2	9.5
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.73	0.41	1.00	1.07	0.94	6.28
Incremental Delay, d2	6.5	0.0	0.5		24.2	0.1	41.6	1.8	0.1	4.8	1.9	0.1
Delay (s)	65.3	38.9	43.1		94.2	60.9	118.5	14.0	18.1	32.2	31.1	59.7
Level of Service	E	D	D		F	E	F	B	B	C	C	E
Approach Delay (s)		57.2			77.6			21.6			35.6	
Approach LOS		E			E			C			D	

Intersection Summary

HCM 2000 Control Delay	33.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	30.6
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 48: SR A1A & Thousand Oaks Dr

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↑↑↑	↘	↙	↑↑↑	↘
Traffic Volume (vph)	40	0	30	15	10	20	90	2300	40	70	2400	70
Future Volume (vph)	40	0	30	15	10	20	90	2300	40	70	2400	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.4		8.4	8.4		7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor		1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.94		1.00	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1707		1770	1673		1770	5085	1583	1770	5085	1583
Flt Permitted		0.80		0.76	1.00		0.04	1.00	1.00	0.05	1.00	1.00
Satd. Flow (perm)		1413		1422	1673		71	5085	1583	85	5085	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	42	0	31	16	10	21	94	2396	42	73	2500	73
RTOR Reduction (vph)	0	69	0	0	20	0	0	0	11	0	0	19
Lane Group Flow (vph)	0	4	0	16	11	0	94	2396	31	73	2500	54
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1		6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		7.6		7.6	7.6		120.4	111.7	111.7	119.6	111.3	111.3
Effective Green, g (s)		7.6		7.6	7.6		120.4	111.7	111.7	119.6	111.3	111.3
Actuated g/C Ratio		0.05		0.05	0.05		0.80	0.74	0.74	0.80	0.74	0.74
Clearance Time (s)		8.4		8.4	8.4		7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)		71		72	84		155	3786	1178	161	3773	1174
v/s Ratio Prot					0.01		c0.04	0.47		0.03	c0.49	
v/s Ratio Perm		0.00		c0.01			0.45		0.02	0.34		0.03
v/c Ratio		0.05		0.22	0.13		0.61	0.63	0.03	0.45	0.66	0.05
Uniform Delay, d1		67.8		68.4	68.0		28.3	9.2	5.0	11.0	9.8	5.2
Progression Factor		1.00		1.00	1.00		1.70	0.29	1.00	1.03	1.14	3.29
Incremental Delay, d2		0.3		1.6	0.7		4.5	0.5	0.0	1.4	0.6	0.0
Delay (s)		68.1		69.9	68.8		52.5	3.2	5.0	12.7	11.8	17.1
Level of Service		E		E	E		D	A	A	B	B	B
Approach Delay (s)		68.1			69.2			5.1			12.0	
Approach LOS		E			E			A			B	

### Intersection Summary

HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.4
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 53: SR A1A & Corona Rd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↘	↕↕↕	↗	↘	↕↕↕	↗
Traffic Volume (vph)	30	0	20	190	10	140	20	2200	210	160	2300	20
Future Volume (vph)	30	0	20	190	10	140	20	2200	210	160	2300	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.3			8.3	8.3	6.9	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor		1.00			1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1711			1778	1583	1770	5085	1583	1770	5085	1583
Flt Permitted		0.56			0.70	1.00	0.05	1.00	1.00	0.04	1.00	1.00
Satd. Flow (perm)		986			1301	1583	85	5085	1583	79	5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	0	21	200	11	147	21	2316	221	168	2421	21
RTOR Reduction (vph)	0	43	0	0	0	75	0	0	92	0	0	8
Lane Group Flow (vph)	0	10	0	0	211	72	21	2316	129	168	2421	13
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)		27.9			27.9	27.9	91.6	87.8	87.8	106.9	96.2	96.2
Effective Green, g (s)		27.9			27.9	27.9	91.6	87.8	87.8	106.9	96.2	96.2
Actuated g/C Ratio		0.19			0.19	0.19	0.61	0.59	0.59	0.71	0.64	0.64
Clearance Time (s)		8.3			8.3	8.3	6.9	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)		3.0			3.0	3.0	3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)		183			241	294	94	2976	926	193	3261	1015
v/s Ratio Prot							0.01	0.46		c0.07	c0.48	
v/s Ratio Perm		0.01			c0.16	0.05	0.13		0.08	c0.55		0.01
v/c Ratio		0.05			0.88	0.25	0.22	0.78	0.14	0.87	0.74	0.01
Uniform Delay, d1		50.2			59.4	52.1	16.8	23.7	14.0	47.8	18.4	9.7
Progression Factor		1.00			1.00	1.00	0.56	0.58	0.42	1.00	1.00	1.00
Incremental Delay, d2		0.1			27.8	0.4	1.0	1.7	0.3	32.0	1.6	0.0
Delay (s)		50.3			87.2	52.5	10.4	15.5	6.1	79.8	20.0	9.8
Level of Service		D			F	D	B	B	A	E	B	A
Approach Delay (s)		50.3			72.9			14.6			23.8	
Approach LOS		D			E			B			C	

### Intersection Summary

HCM 2000 Control Delay	23.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.1
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 24: SR A1A & Library Blvd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↘		↔		↘	↑↑↑		↘	↑↑↑	↘
Traffic Volume (vph)	20	0	200	0	0	3	150	2000	1	10	2200	70
Future Volume (vph)	20	0	200	0	0	3	150	2000	1	10	2200	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0		7.0		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00		1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frt	1.00		0.85		0.86		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95		1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770		1583		1611		1770	5085		1770	5085	1583
Flt Permitted	0.95		1.00		1.00		0.04	1.00		0.09	1.00	1.00
Satd. Flow (perm)	1770		1583		1611		74	5085		166	5085	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	20	0	204	0	0	3	153	2041	1	10	2245	71
RTOR Reduction (vph)	0	0	193	0	3	0	0	0	0	0	0	26
Lane Group Flow (vph)	20	0	11	0	0	0	153	2042	0	10	2245	45
Turn Type	Prot		Prot		NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4		4		8		5	2		1	6	
Permitted Phases				8			2			6		6
Actuated Green, G (s)	8.9		8.9		1.2		135.8	126.4		108.4	106.0	106.0
Effective Green, g (s)	8.9		8.9		1.2		135.8	126.4		108.4	106.0	106.0
Actuated g/C Ratio	0.05		0.05		0.01		0.81	0.76		0.65	0.64	0.64
Clearance Time (s)	7.0		7.0		7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0		3.0		3.0		3.0	4.0		3.0	4.0	4.0
Lane Grp Cap (vph)	94		84		11		291	3851		130	3229	1005
v/s Ratio Prot	c0.01		0.01		c0.00		c0.07	c0.40		0.00	c0.44	
v/s Ratio Perm							0.36			0.05		0.03
v/c Ratio	0.21		0.13		0.00		0.53	0.53		0.08	0.70	0.04
Uniform Delay, d1	75.6		75.3		82.3		44.2	8.2		10.3	19.9	11.4
Progression Factor	1.00		1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.1		0.7		0.1		1.7	0.2		0.3	1.3	0.1
Delay (s)	76.8		76.0		82.3		45.9	8.4		10.6	21.2	11.5
Level of Service	E		E		F		D	A		B	C	B
Approach Delay (s)		76.1			82.3			11.0			20.8	
Approach LOS		E			F			B			C	

### Intersection Summary

HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	166.9	Sum of lost time (s)	28.0
Intersection Capacity Utilization	77.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 58: SR A1A & Solana Rd

04/04/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔			↔	↔	↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Volume (vph)	680	100	90	160	130	250	60	1900	70	170	1900	690
Future Volume (vph)	680	100	90	160	130	250	60	1900	70	170	1900	690
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5			7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1730			1813	1583	1770	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1730			1813	1583	1770	5085	1583	1770	5085	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	687	101	91	162	131	253	61	1919	71	172	1919	697
RTOR Reduction (vph)	0	22	0	0	0	116	0	0	39	0	0	80
Lane Group Flow (vph)	687	170	0	0	293	137	61	1919	32	172	1919	617
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	8	8		7	7	1	5	2		1	6	8
Permitted Phases						7			2			6
Actuated Green, G (s)	29.5	29.5			16.6	24.3	6.2	66.6	66.6	7.7	68.1	97.6
Effective Green, g (s)	29.5	29.5			16.6	24.3	6.2	66.6	66.6	7.7	68.1	97.6
Actuated g/C Ratio	0.20	0.20			0.11	0.16	0.04	0.44	0.44	0.05	0.45	0.65
Clearance Time (s)	7.5	7.5			7.5	7.3	7.3	7.3	7.3	7.3	7.3	7.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0
Lane Grp Cap (vph)	675	340			200	256	73	2257	702	90	2308	1109
v/s Ratio Prot	c0.20	0.10			c0.16	0.03	0.03	c0.38		c0.10	0.38	0.11
v/s Ratio Perm						0.06			0.02			0.28
v/c Ratio	1.02	0.50			1.47	0.53	0.84	0.85	0.04	1.91	0.83	0.56
Uniform Delay, d1	60.2	53.7			66.7	57.6	71.4	37.2	23.7	71.2	35.9	14.3
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.16	0.76	0.88
Incremental Delay, d2	39.2	1.2			234.5	2.1	53.1	4.3	0.1	413.7	0.3	0.1
Delay (s)	99.4	54.9			301.2	59.8	124.5	41.5	23.8	495.9	27.6	12.7
Level of Service	F	D			F	E	F	D	C	F	C	B
Approach Delay (s)		89.7			189.4			43.4			52.8	
Approach LOS		F			F			D			D	

### Intersection Summary

HCM 2000 Control Delay	66.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	105.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 67: SR A1A & Marlin Ave

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	140	40	70	2600	2900	160
Future Volume (vph)	140	40	70	2600	2900	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	5085	3539	1583
Flt Permitted	0.95	1.00	0.03	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	63	5085	3539	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	143	41	71	2653	2959	163
RTOR Reduction (vph)	0	25	0	0	0	30
Lane Group Flow (vph)	143	16	71	2653	2959	133
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	13.5	13.5	123.2	123.2	112.4	112.4
Effective Green, g (s)	13.5	13.5	123.2	123.2	112.4	112.4
Actuated g/C Ratio	0.09	0.09	0.82	0.82	0.75	0.75
Clearance Time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	159	142	97	4176	2651	1186
v/s Ratio Prot	c0.08		0.02	c0.52	c0.84	
v/s Ratio Perm		0.01	0.58			0.08
v/c Ratio	0.90	0.12	0.73	0.64	1.12	0.11
Uniform Delay, d1	67.6	62.8	51.1	5.0	18.8	5.1
Progression Factor	1.00	1.00	1.09	1.07	1.00	1.00
Incremental Delay, d2	42.8	0.4	12.5	0.4	58.1	0.2
Delay (s)	110.4	63.1	68.2	5.7	76.9	5.3
Level of Service	F	E	E	A	E	A
Approach Delay (s)	99.9			7.4	73.2	
Approach LOS	F			A	E	

### Intersection Summary

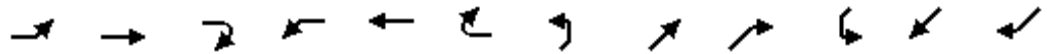
HCM 2000 Control Delay	44.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.1
Intersection Capacity Utilization	99.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 8: Palm Valley Rd & Mickler Rd

6/21/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕	↗↘		↕		↗↘	↕↗		↘	↕↕	↗
Traffic Volume (vph)	40	80	670	110	40	20	420	920	50	70	1300	60
Future Volume (vph)	40	80	670	110	40	20	420	920	50	70	1300	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor		1.00	0.88		1.00		0.97	0.95		1.00	0.95	1.00
Frt		1.00	0.85		0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.98	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1832	2787		1775		3433	3512		1770	3539	1583
Flt Permitted		0.86	1.00		0.67		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1596	2787		1227		3433	3512		1770	3539	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	45	91	761	125	45	23	477	1045	57	80	1477	68
RTOR Reduction (vph)	0	0	17	0	6	0	0	4	0	0	0	35
Lane Group Flow (vph)	0	136	744	0	187	0	477	1098	0	80	1477	33
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8								6
Actuated Green, G (s)		16.3	31.4		16.3		15.1	49.2		7.3	41.4	41.4
Effective Green, g (s)		16.3	31.4		16.3		15.1	49.2		7.3	41.4	41.4
Actuated g/C Ratio		0.19	0.36		0.19		0.17	0.57		0.08	0.48	0.48
Clearance Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		301	1159		231		600	2002		149	1697	759
v/s Ratio Prot			c0.11				c0.14	0.31		0.05	c0.42	
v/s Ratio Perm		0.09	0.15		c0.15							0.02
v/c Ratio		0.45	0.64		0.81		0.80	0.55		0.54	0.87	0.04
Uniform Delay, d1		31.0	22.8		33.5		34.1	11.6		37.9	20.1	11.9
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		1.1	1.2		19.0		7.2	0.3		3.7	5.2	0.0
Delay (s)		32.1	24.0		52.5		41.3	11.9		41.6	25.2	11.9
Level of Service		C	C		D		D	B		D	C	B
Approach Delay (s)		25.2			52.5			20.8			25.5	
Approach LOS		C			D			C			C	

### Intersection Summary

HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	86.3	Sum of lost time (s)	13.5
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 80: Palm Valley Rd & Landrum Lane

04/04/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	90	90	500	800	110
Future Volume (vph)	90	90	90	500	800	110
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1805	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.15	1.00	1.00	1.00
Satd. Flow (perm)	1805	1583	285	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	95	95	95	526	842	116
RTOR Reduction (vph)	0	84	0	0	0	29
Lane Group Flow (vph)	95	11	95	526	842	87
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Actuated Green, G (s)	7.2	7.2	46.0	46.0	36.2	36.2
Effective Green, g (s)	7.2	7.2	46.0	46.0	36.2	36.2
Actuated g/C Ratio	0.12	0.12	0.74	0.74	0.58	0.58
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	208	183	337	1377	1084	921
v/s Ratio Prot	c0.05		0.02	c0.28	c0.45	
v/s Ratio Perm		0.01	0.18			0.05
v/c Ratio	0.46	0.06	0.28	0.38	0.78	0.09
Uniform Delay, d1	25.7	24.5	7.1	2.9	9.9	5.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6	0.1	0.5	0.2	3.6	0.0
Delay (s)	27.3	24.6	7.6	3.1	13.5	5.8
Level of Service	C	C	A	A	B	A
Approach Delay (s)	25.9			3.8	12.5	
Approach LOS	C			A	B	

### Intersection Summary

HCM 2000 Control Delay	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	62.2	Sum of lost time (s)	13.5
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

## **Unsignalized 2040 Build Alternative PM Reports**

HCM 2010 TWSC  
 15: Crossroad Lakes Dr & SR A1A

04/04/2017

**Intersection**

Int Delay, s/veh 56.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗	↘	↖	↗			↕			↕	
Traffic Vol, veh/h	40	1700	120	70	1200	20	40	0	30	10	0	10
Future Vol, veh/h	40	1700	120	70	1200	20	40	0	30	10	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	380	-	380	425	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	1789	126	74	1263	21	42	0	32	11	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1284	0	0	1789	0	0	2653	3306	895	2400	3295	642
Stage 1	-	-	-	-	-	-	1874	1874	-	1421	1421	-
Stage 2	-	-	-	-	-	-	779	1432	-	979	1874	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	536	-	-	342	-	-	~ 11	8	284	17	8	417
Stage 1	-	-	-	-	-	-	74	120	-	143	201	-
Stage 2	-	-	-	-	-	-	355	198	-	268	120	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	536	-	-	342	-	-	~ 8	6	284	12	6	417
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 8	6	-	12	6	-
Stage 1	-	-	-	-	-	-	68	111	-	132	158	-
Stage 2	-	-	-	-	-	-	271	155	-	220	111	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.3	1	\$ 2457.9	\$ 397.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	14	342	-	-	536	-	23
HCM Lane V/C Ratio	5.263	0.215	-	-	0.079	-	0.915
HCM Control Delay (s)	\$ 2457.9	18.4	-	-	12.3	-	\$ 397.1
HCM Lane LOS	F	C	-	-	B	-	F
HCM 95th %tile Q(veh)	10.2	0.8	-	-	0.3	-	2.7

**Notes**  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 27

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	W	W	W
Traffic Vol, veh/h	80	10	20	1300	1500	150
Future Vol, veh/h	80	10	20	1300	1500	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	465	-	-	260
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	10	21	1340	1546	155

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2257	773	1546 0
Stage 1	1546	-	- -
Stage 2	711	-	- -
Critical Hdwy	6.84	6.94	4.14 -
Critical Hdwy Stg 1	5.84	-	- -
Critical Hdwy Stg 2	5.84	-	- -
Follow-up Hdwy	3.52	3.32	2.22 -
Pot Cap-1 Maneuver	~ 35	342	425 -
Stage 1	162	-	- -
Stage 2	448	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	~ 33	342	425 -
Mov Cap-2 Maneuver	~ 33	-	- -
Stage 1	162	-	- -
Stage 2	426	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	\$ 915.7	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	425	-	37	-	-
HCM Lane V/C Ratio	0.049	-	2.508	-	-
HCM Control Delay (s)	13.9	-	\$ 915.7	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.2	-	10.3	-	-

**Notes**

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



**Intersection**

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗	↗	↖	↗	↗
Traffic Vol, veh/h	50	10	20	30	10	160	30	1100	50	200	1200	70
Future Vol, veh/h	50	10	20	30	10	160	30	1100	50	200	1200	70
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	-	-	0	-	-	0	150	-	150	230	-	375
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	10	21	31	10	167	31	1146	52	208	1250	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2308	2875	625	2255	2875	573	1250	0	0	1146	0	0
Stage 1	1667	1667	-	1208	1208	-	-	-	-	-	-	-
Stage 2	641	1208	-	1047	1667	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 21	16	428	~ 23	16	463	553	-	-	605	-	-
Stage 1	100	152	-	194	254	-	-	-	-	-	-	-
Stage 2	430	254	-	244	152	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	-	~ 10	428	-	~ 10	463	553	-	-	605	-	-
Mov Cap-2 Maneuver	-	~ 10	-	-	~ 10	-	-	-	-	-	-	-
Stage 1	94	100	-	183	240	-	-	-	-	-	-	-
Stage 2	249	240	-	136	100	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.3	1.9
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	553	-	-	-	428	-	463	605	-	-
HCM Lane V/C Ratio	0.057	-	-	-	0.049	-	0.36	0.344	-	-
HCM Control Delay (s)	11.9	-	-	-	13.8	-	17.1	14	-	-
HCM Lane LOS	B	-	-	-	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2	-	1.6	1.5	-	-

**Notes**  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh	135.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑↑	↑↑↑	↑
Traffic Vol, veh/h	20	30	30	2600	2800	40
Future Vol, veh/h	20	30	30	2600	2800	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	185	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	32	32	2737	2947	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	4105	1474	2947	0	-	0
Stage 1	2947	-	-	-	-	-
Stage 2	1158	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	~ 6	99	40	-	-	-
Stage 1	~ 13	-	-	-	-	-
Stage 2	235	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 1	99	40	-	-	-
Mov Cap-2 Maneuver	~ 1	-	-	-	-	-
Stage 1	~ 13	-	-	-	-	-
Stage 2	47	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 14833.2	2.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	40	-	2	-	-
HCM Lane V/C Ratio	0.789	-	26.316	-	-
HCM Control Delay (s)	232.6	\$ 14833.2	-	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	3	-	8.6	-	-

**Notes**  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	20	10	310	510	40
Future Vol, veh/h	20	20	10	310	510	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	21	10	323	531	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	896	552	573	0	-	0
Stage 1	552	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	311	533	1000	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	718	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	307	533	1000	-	-	-
Mov Cap-2 Maneuver	307	-	-	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1000	-	390	-	-
HCM Lane V/C Ratio	0.01	-	0.107	-	-
HCM Control Delay (s)	8.6	0	15.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

HCM 2010 TWSC  
 3: Palm Valley Rd & Roscoe Blvd

6/21/2017

**Intersection**

Int Delay, s/veh 37

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	0	0	350	0	0	30	0	1380	240	0	2000	20
Future Vol, veh/h	0	0	350	0	0	30	0	1380	240	0	2000	20
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	-	-	Stop	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	94	92	94	92	94	94	94	94	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	380	0	0	32	0	1468	255	0	2128	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2862	3596	1064	2532	3596	734	2128	0	-	1468	0	0
Stage 1	2128	2128	-	1468	1468	-	-	-	-	-	-	-
Stage 2	734	1468	-	1064	2128	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	8	5	~ 219	14	5	363	252	-	0	456	-	0
Stage 1	51	89	-	134	190	-	-	-	0	-	-	0
Stage 2	378	190	-	238	89	-	-	-	0	-	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	7	5	~ 219	-	5	363	252	-	-	456	-	-
Mov Cap-2 Maneuver	7	5	-	-	5	-	-	-	-	-	-	-
Stage 1	51	89	-	134	190	-	-	-	-	-	-	-
Stage 2	345	190	-	-	89	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	\$ 388.2	15.9	0	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NEL	NETNWLn1	SELn1	SWL	SWT
Capacity (veh/h)	252	-	363	219	456
HCM Lane V/C Ratio	-	-	0.088	1.737	-
HCM Control Delay (s)	0	-	15.9	\$ 388.2	0
HCM Lane LOS	A	-	C	F	A
HCM 95th %tile Q(veh)	0	-	0.3	25.7	0

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**Intersection**

Int Delay, s/veh 14.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↕		↖	↗			↕	
Traffic Vol, veh/h	70	10	60	10	10	10	50	550	10	10	870	50
Future Vol, veh/h	70	10	60	10	10	10	50	550	10	10	870	50
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	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	-	200	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	74	11	63	11	11	11	53	579	11	11	916	53

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1632	1621	916	1626	1621	579	916	0	0	579	0	0
Stage 1	937	937	-	684	684	-	-	-	-	-	-	-
Stage 2	695	684	-	942	937	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	82	104	333	83	104	519	753	-	-	1005	-	-
Stage 1	320	346	-	442	452	-	-	-	-	-	-	-
Stage 2	436	452	-	318	346	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 68	94	333	57	94	519	753	-	-	1005	-	-
Mov Cap-2 Maneuver	~ 68	94	-	57	94	-	-	-	-	-	-	-
Stage 1	297	338	-	411	420	-	-	-	-	-	-	-
Stage 2	387	420	-	244	338	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	165	56.8	0.8	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	753	-	-	70	333	100	1005	-	-
HCM Lane V/C Ratio	0.07	-	-	1.203	0.19	0.316	0.01	-	-
HCM Control Delay (s)	10.1	-	-	275.1	18.3	56.8	8.6	0	-
HCM Lane LOS	B	-	-	F	C	F	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	6.6	0.7	1.2	0	-	-

**Notes**  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

**APPENDIX F: ARTERIAL ANALYSIS**

Ponte Vedra/Palm Valley Traffic Study Arterial Analysis

No Build AM	Running Time	Signal Delay	Travel Time (s)	Distance (mi)	Arterial Speed	LOS
Mickler Road	152.5	430.4	582.9	1.31	8.1	F
Northbound Palm Valley Road	316.9	70.2	387.1	3.43	31.9	B
Southbound Palm Valley Road	216.3	29.7	246	2.33	34.1	B
Northbound SR A1A	646.1	393.8	1039.9	6.37	22.1	C
Southbound SR A1A	668.4	434.4	1102.8	6.36	20.8	D

No Build PM	Running Time	Signal Delay	Travel Time (s)	Distance (mi)	Arterial Speed	LOS
Mickler Road	152.5	233	385.5	1.31	12.3	E
Northbound Palm Valley Road	316.9	65.3	382.2	3.43	32.3	B
Southbound Palm Valley Road	216.3	26.3	242.6	2.33	34.6	B
Northbound SR A1A	646.1	337	983.1	6.37	23.3	C
Southbound SR A1A	668.4	696.3	1364.7	6.36	16.8	E

Short Term Improvements AM	Running Time	Signal Delay	Travel Time (s)	Distance (mi)	Arterial Speed	LOS
Mickler Road	152.5	44.7	197.2	1.31	24	B
Northbound Palm Valley Road	313	105.1	418.1	3.47	29.8	B
Southbound Palm Valley Road	308.7	48.9	357.6	3.43	34.5	B
Northbound SR A1A	544.5	365.7	910.2	6.37	25.2	C
Southbound SR A1A	543.4	403.4	946.8	6.36	24.2	C

Short Term Improvements PM	Running Time	Signal Delay	Travel Time (s)	Distance (mi)	Arterial Speed	LOS
Mickler Road	152.5	45.5	198	1.31	23.9	C
Northbound Palm Valley Road	313	120.9	433.9	3.47	28.8	B
Southbound Palm Valley Road	308.7	47.4	356.1	3.43	34.7	B
Northbound SR A1A	544.5	412	956.5	6.37	24	C
Southbound SR A1A	543.4	544.4	1087.8	6.36	21.1	D

AM Build	Running Time	Signal Delay	Travel Time (s)	Distance (mi)	Arterial Speed	LOS
Mickler Road	135.2	38.1	173.3	1.32	27.3	B
Northbound Palm Valley Road	98.9	13.5	112.4	1.1	35.2	A
Southbound Palm Valley Road	254	28.9	282.9	2.33	29.7	B
Northbound SR A1A	544.5	293	837.5	6.37	27.4	C
Southbound SR A1A	543.4	239	782.4	6.36	29.3	B

PM Build	Running Time	Signal Delay	Travel Time (s)	Distance (mi)	Arterial Speed	LOS
Mickler Road	135.2	35.3	170.5	1.32	27.8	B
Northbound Palm Valley Road	313	126.1	439.1	3.47	28.4	B
Southbound Palm Valley Road	308.7	40.3	349	3.43	35.4	A
Northbound SR A1A	544.5	225.1	769.6	6.37	29.8	B
Southbound SR A1A	543.4	309.5	852.9	6.36	26.8	C

**APPENDIX G: COST ESTIMATE**



## Generic Cost Per Mile Models

**Disclaimer: These models are generic in nature, and not based on actual construction projects. They are for reference purposes only, and are not intended to predict or support future estimates.**

<u>Models</u>	<u>Cost Per Mile</u>	<u>Model Details</u>
<b>OTHER</b>		
Two Directional, 12' Shared Use Path	\$331,914.18	<a href="#">Composite Report</a>
Rails to Trails project (12' width)	\$306,954.53	<a href="#">Composite Report</a>
Sidewalk construction; 5' one side, 4 inch depth	\$155,261.80	<a href="#">Composite Report</a>
Mid-Block Crossing	\$120,051.93	<a href="#">Composite Report</a>
<b>RURAL</b>		
New Construction Undivided 2 Lane Rural Road with 5' Paved Shoulders	\$2,209,534.74	<a href="#">Composite Report</a>
New Construction Undivided 3 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane	\$2,685,115.30	<a href="#">Composite Report</a>
New Construction Undivided 4 Lane Rural Road with 5' Paved Shoulders	\$3,168,760.05	<a href="#">Composite Report</a>
New Construction, 4 Lane Divided Rural Road with 2' Paved Shoulders Inside and 5' Paved Shoulders Outside	\$4,209,661.59	<a href="#">Composite Report</a>
New Construction Divided Rural 4 Lane Interstate with Paved Shoulders 10' Outside and 4' Inside	\$5,310,549.93	<a href="#">Composite Report</a>
New Construction Undivided 5 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane	\$3,730,060.76	<a href="#">Composite Report</a>
New Construction, 6 Lane Divided Rural Road with 5' Paved Shoulders Inside and Out	\$5,161,401.18	<a href="#">Composite Report</a>
New Construction Divided Rural 6 Lane Interstate with 10' Paved Shoulders Inside and Out	\$6,310,030.44	<a href="#">Composite Report</a>
New Construction Extra Cost for 1 Single Additional Lane on Rural Arterial	\$519,031.31	<a href="#">Composite Report</a>
New Construction Extra Cost for 1 Single Additional Lane on a Rural Interstate	\$632,176.16	<a href="#">Composite Report</a>
Milling and Resurfacing 2 Lane Rural Road with 5' Paved Shoulders	\$476,404.82	<a href="#">Composite Report</a>
Milling and Resurfacing 3 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane	\$661,395.22	<a href="#">Composite Report</a>
Milling and Resurfacing 4 Lane Rural Road with 5' Paved Shoulders	\$999,726.69	<a href="#">Composite Report</a>
Mill & Resurface 4 Lane Divided Rural Arterial with 5' Outside Shoulders and 2' Inside	\$1,056,368.51	<a href="#">Composite Report</a>

	Mill & Resurface 4 Lane Divided Rural Interstate with Paved Shoulders 10' Outside and 4' Inside	\$1,254,968.46	<a href="#">Composite Report</a>
	Milling and Resurfacing 5 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane	\$1,203,187.37	<a href="#">Composite Report</a>
	Mill & Resurface 6 Lane Divided Rural Arterial with 5' Paved Shoulders Inside and Out	\$1,501,080.29	<a href="#">Composite Report</a>
	Mill & Resurface 6 Lane Divided Rural Interstate with 10' Paved Shoulders Inside and Out	\$1,783,695.04	<a href="#">Composite Report</a>
	Mill & Resurface 1 Additional Lane Rural Interstate	\$278,546.19	<a href="#">Composite Report</a>
	Mill & Resurface 1 Additional Lane Rural Arterial	\$228,264.94	<a href="#">Composite Report</a>
	Widen Existing 2 Lane Arterial to 4 Lanes Undivided; Add 1 Lane to Each Side; 5' Paved Shoulders	\$2,118,069.36	<a href="#">Composite Report</a>
	Widen Existing 2 Lane Arterial to 4 Lane Divided; Resurface Existing 2 Lanes; 5' Paved Shoulders Inside & Out	\$2,830,080.51	<a href="#">Composite Report</a>
	Widen Existing 4 Lane Divided Arterial to 6 Lane Divided; Resurface Existing 4 Lanes; 5' Paved Shoulders Inside & Out	\$2,486,326.01	<a href="#">Composite Report</a>
	Widen 4 Lane Interstate to 6 Lanes (In Median); Mill & Resurface Existing; 10' Paved Shoulders Inside & Out	\$3,675,780.03	<a href="#">Composite Report</a>
	Widen 4 Lane Interstate to 6 Lanes (Outside); Mill & Resurface Existing; 10' Shoulders Outside; Widen Existing 4' Inside Shoulders to 10'	\$3,609,536.54	<a href="#">Composite Report</a>
	Widen Existing 6 Lane Divided Arterial to 8 Lane Divided; Resurface Existing 6 Lanes; 5' Paved Shoulders Inside & Out	\$2,761,283.03	<a href="#">Composite Report</a>
	Widen 6 Lane Interstate to 8 Lanes (in Median); Mill & Resurface Existing; 10' Paved Shoulders Inside and Out	\$4,105,807.98	<a href="#">Composite Report</a>
	Widen Divided Rural 4-Lane to Allow for Left Turn Lane (300')	\$166,901.44	<a href="#">Composite Report</a>
	Widen Divided Rural 4-Lane for Right Turn Lane (300')	\$160,914.24	<a href="#">Composite Report</a>
<b>SUBURBAN</b>	New Construction Suburban 4 Lane with Paved Shoulders Outside and Curb Median	\$4,352,397.46	<a href="#">Composite Report</a>
	Widen Existing Rural Facility to the Inside with Addition of Closed Drainage System and Median Barrier Wall	\$3,196,684.76	<a href="#">Composite Report</a>
	Widen 4 Lane Suburban Roadway with 6.5' Paved Shoulder and Convert to C&G Out; Stripe for Bike Lane	\$2,607,630.02	<a href="#">Composite Report</a>
	Add 2 Lanes with C&G Out to Existing 4 Lane Urban or Suburban Roadway with C&G Out	\$2,723,400.43	<a href="#">Composite Report</a>
<b>URBAN</b>	New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes	\$4,800,389.18	<a href="#">Composite Report</a>
	New Construction 3 Lane Undivided Urban Arterial with Center Lane and 4' Bike Lanes	\$4,487,971.04	<a href="#">Composite Report</a>
	New Construction Undivided Urban Arterial with 4' Bike Lanes	\$4,834,348.49	<a href="#">Composite Report</a>

	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes	\$6,889,753.96	<a href="#">Composite Report</a>
	New Construction 4 Lane Divided Urban Interstate, Closed 22' Median with Barrier Wall, 10' Shoulders Inside & Out	\$10,495,660.87	<a href="#">Composite Report</a>
	New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes	\$5,543,178.76	<a href="#">Composite Report</a>
	New Construction 6 Lane Urban Road with 22' Median and 4' Bike Lanes	\$7,714,610.84	<a href="#">Composite Report</a>
	New Construction Divided Urban 6 Lane Interstate with 22' Closed Median with Barrier Wall, 10' Shoulders Inside & Out	\$11,431,574.16	<a href="#">Composite Report</a>
	New Construction Extra Cost for Additional Lane on Urban Arterial	\$1,845,604.82	<a href="#">Composite Report</a>
	New Construction Extra Cost for Additional Lane on Urban Interstate	\$640,776.98	<a href="#">Composite Report</a>
	Mill & Resurface 2 Lane Urban Road with 4' Bike Lanes	\$517,985.66	<a href="#">Composite Report</a>
	Mill & Resurface 3 Lane Urban Road with Center Turn Lane and 4' Bike Lanes	\$676,387.74	<a href="#">Composite Report</a>
	Mill & Resurface 4 Lane Undivided Urban Roadway with 4' Bike Lanes	\$903,701.38	<a href="#">Composite Report</a>
	Mill & Resurface 4 Lane Divided Urban Roadway with 4' Bike Lanes	\$1,076,052.32	<a href="#">Composite Report</a>
	Mill & Resurface 5 Lane Urban Roadway with Center Turn Lane and 4' Bike Lanes	\$1,063,828.63	<a href="#">Composite Report</a>
	Mill & Resurface 6 Lane Divided Urban Arterial with 4' Bike Lanes	\$1,568,019.68	<a href="#">Composite Report</a>
	Mill & Resurface 1 Additional Lane Urban Arterial	\$252,922.44	<a href="#">Composite Report</a>
	Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side), with 4' Bike Lanes	\$4,269,907.62	<a href="#">Composite Report</a>
	Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median & 4' Bike Lanes	\$5,051,909.23	<a href="#">Composite Report</a>
	Add 2 Lanes to Existing 3 Lane Undivided Arterial (1 Lane Each Side) with Center Turn Lane and 4' Bike Lanes	\$4,423,822.77	<a href="#">Composite Report</a>
	Widen 4 Lane Urban Divided Arterial to 6 Lane Urban Divided with 22' Median and 4' Bike Lanes	\$4,586,417.42	<a href="#">Composite Report</a>
	Widen 4 Lane Urban Interstate with Closed Median to 6 Lanes (Outside); Mill & Resurface Existing; 10' Shoulders Outside	\$7,308,635.73	<a href="#">Composite Report</a>
	Widen 6 Lane Urban Divided Arterial to 8 Lane Urban Divided with 4' Bike Lanes	\$5,283,237.72	<a href="#">Composite Report</a>
	Widen 6 Lane Urban Interstate with Closed Median to 8 Lanes (Outside); Mill & Resurface Existing; 10' Shoulders Outside	\$7,961,945.81	<a href="#">Composite Report</a>

## Cost Estimate

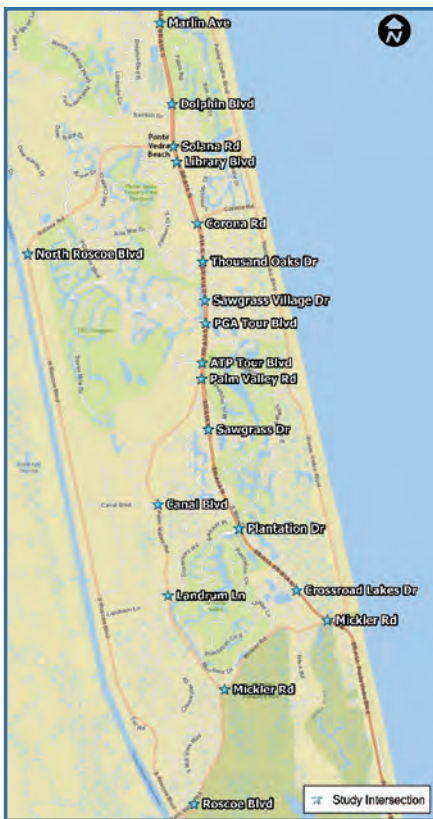
Location	Description	Unit Cost	Total Cost
<b>Long-term Improvements</b>			<b>\$32.6 million</b>
Mickler to ATP Tour Boulevard	Widen existing two lane arterial to four lanes undivided ( 3 miles)	\$2,118,069.36/mile	\$6.4 million
	Add one lane to each side		
	5 ft paved shoulder		
ATP to Marlin Avenue	Widen existing four lane divided arterial to six lane divided (3.3 miles)	\$2,486,326.01/mile	\$8.2 million
	Resurface existing 4 lanes		
	5 ft paved shoulder		
Marlin to JTB	Widen existing four lane divided arterial to six lane dividec		\$18 million
<b>Intersection Improvements</b>			<b>\$3.4 million</b>
Mickler Road at A1A	Add eastbound left-turn lane and far side receiving lane	\$ 160,000 each	\$320,000
PGA Tour Boulevard	Widen eastbound to add right-turn lane and northbound to add left-turn lane	\$ 160,000 each	\$320,000
Sawgrass Village Drive	Widen existing eastbound to add a channelized right turn lane	\$ 160,000 each	\$160,000
Solana Road	Convert La Pasada Circle to right-in/right-out entrance	\$50,000	\$50,000
	Increase eastbound left-turn storage		
Dolphin Boulevard	Pavement markings only	\$50,000	\$50,000
Palm Valley Road At Roscoe Boulevard	Intersection Reconfiguration		\$ 1 million
Mickler Road at Palm Valley	New signalized intersection		\$ 1.5 million
<b>GRAND TOTAL</b>			<b>\$36 MILLION</b>

**APPENDIX H: PUBLIC COMMENTS**



## The Ponte Vedra/Palm Valley Traffic Study

recommends improvements to alleviate today's traffic congestion and improve safety of drivers, bicyclists and pedestrians through the year 2040.



## Background

This project is the second phase of a study to assess the traffic conditions and safety within the Ponte Vedra and Palm Valley areas. The first phase was completed in 2016 and evaluated improvements within North Ponte Vedra Beach and South Jacksonville Beach, along SR A1A from Ponte Vedra Lakes Boulevard to SR 202 J. T. Butler Boulevard (JTB). Based on the results of that study, the limits were extended south to Mickler Road, and Palm Valley Road and Solana Road were added.

## OPEN HOUSE

### INFORMAL QUESTION AND ANSWER SESSION

4:30 TO 6:30 PM

Please use this time to review the project exhibits, ask the project team questions, watch the video summarizing the project and provide formal comments.

## PRESENTATION

6:30 TO 8 PM

Beginning at 6:30 p.m., a formal presentation will be made with opportunities for the public to provide verbal comments. Comments will be limited to two minutes per person.

In order to ensure ample time to record comments, there will be no Q & A during the comment period.

No additional weight will be given to verbal comments during the presentation portion of the meeting over other methods.

## OPPORTUNITY TO COMMENT

The North Florida TPO and St. Johns County are committed to working with all project stakeholders. No final decision will be made until we hear your comments.

Written comments may be submitted during the meeting on a comment card, online at [www.northfloridatpo.com](http://www.northfloridatpo.com) or via mail to the North Florida TPO.

You may submit verbal comments to the court reporter during the Open House portion of the meeting. Please complete a speaker's card if you wish to make an oral statement into the microphone following the presentation.

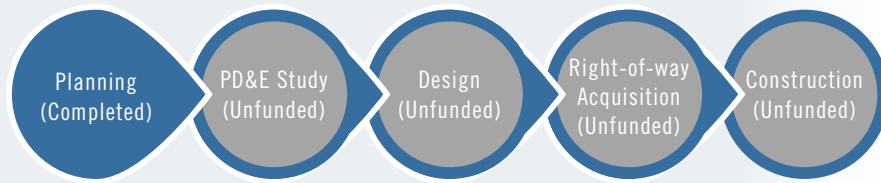
All written or verbal comments received at this public hearing will become part of the public record. In addition, written comments postmarked no later than May 9, 2017 will become a part of the public record.

Public comments are sought without regard to race, color, national origin, age, sex, religion, disability or family status.



## Process

This study is the planning stage to identify problems and potential solutions. There is no funding commitment for future phases of the project. The next phases would include a project development and environment study, final design, right-of-way acquisition and construction.



Intersection improvements to alleviate current traffic congestion are recommended at the following locations along SR A1A:

- Mickler Road
- PGA Tour Boulevard
- Sawgrass Village/L'Atrium Drive
- Solana Road
- Dolphin Boulevard
- Ponte Vedra Lakes Boulevard
- Marsh Landing Parkway
- JTB northbound on-ramp

Intersection improvements construction will cost

**\$3.4**  
million

Improvements to meet the long-term needs within the study area include:

- Widening SR A1A from two to four lanes from Mickler Road to ATP Tour Boulevard
- Widening SR A1A from four to six lanes from ATP Tour Boulevard to JTB
- Widening Mickler Road and the east-west segment of Palm Valley Road from two to four lanes
- Constructing a new ramp from Palm Valley Road to Roscoe Boulevard in advance of the Intracoastal Waterway Bridge
- Constructing new sidewalk and bicycle lanes along Palm Valley Road

Long-term improvement construction will cost

**\$32.6**  
million

## FUTURE PHASES

There is no commitment for future phases of the project. The next phase will include a project development and environment study, final design, right-of-way acquisition and construction.

## CONTACTS

### Phong Nguyen

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**North Florida**  
Transportation Planning Organization

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# Ponte Vedra Palm Valley Traffic Study

April 25, 2017





# Title VI Compliance

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This hearing is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to compliance with Title VI may do so by contacting:

Marci Larson, Public Affairs Manager  
North Florida TPO  
980 North Jefferson Street, Jacksonville, FL 32209  
904-306-7513  
[mlarson@northfloridatpo.com](mailto:mlarson@northfloridatpo.com)

# Meeting Format 6:30 – 8 p.m.

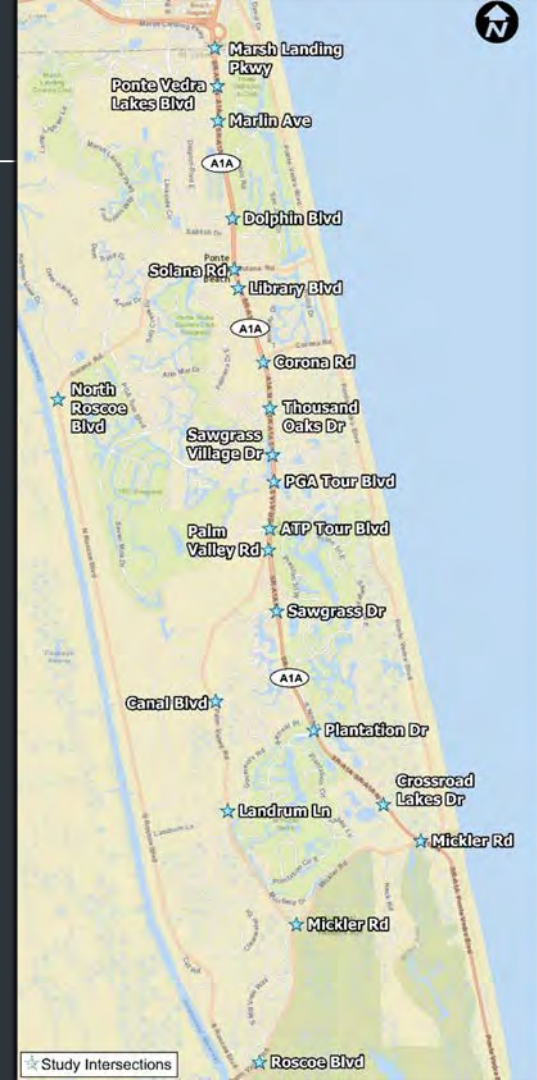
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- Formal Presentation at 6:30 p.m.
- Follow speaker cards in numerical order
- Public Comment until 8 p.m.
- Comments limited to two minutes
- No Q & A
- All comments weighted equally



# Study Area

- SR A1A
- Roscoe Boulevard
- Palm Valley Road
- Mickler Road



# Level of Service A-B





# Level of Service C-D





# Level of Service E-F



504

# Most Congested Intersections

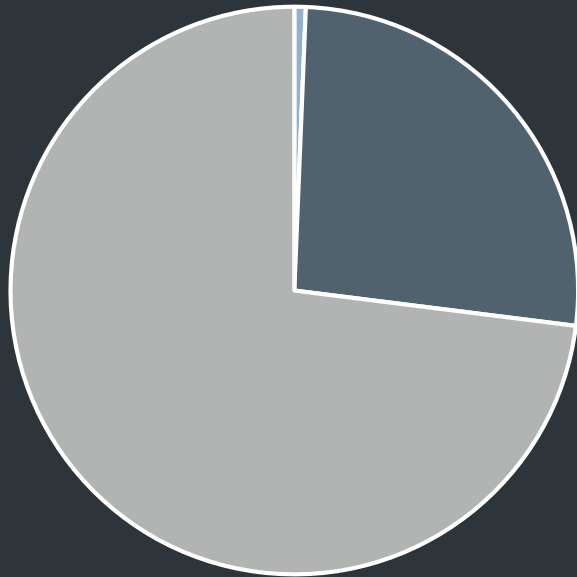
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Intersection	AM Peak	PM Peak
SR A1A at Solana Road	D	D
SR A1A at PGA Tour Boulevard/Country Club Boulevard	C	D
SR A1A at Mickler Road	D	C
Palm Valley Road at Mickler Road	F	F

# 1,082 Crashes 2011 - 2016

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## Crash Severity



**SR A1A between Marlin Avenue  
and Palm Valley Road**

**40%**

Additional Delay

■ Fatal ■ Injury ■ Property Damage Only



# Growth

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- Build out east of the Intracoastal Waterway
- Worse congestion

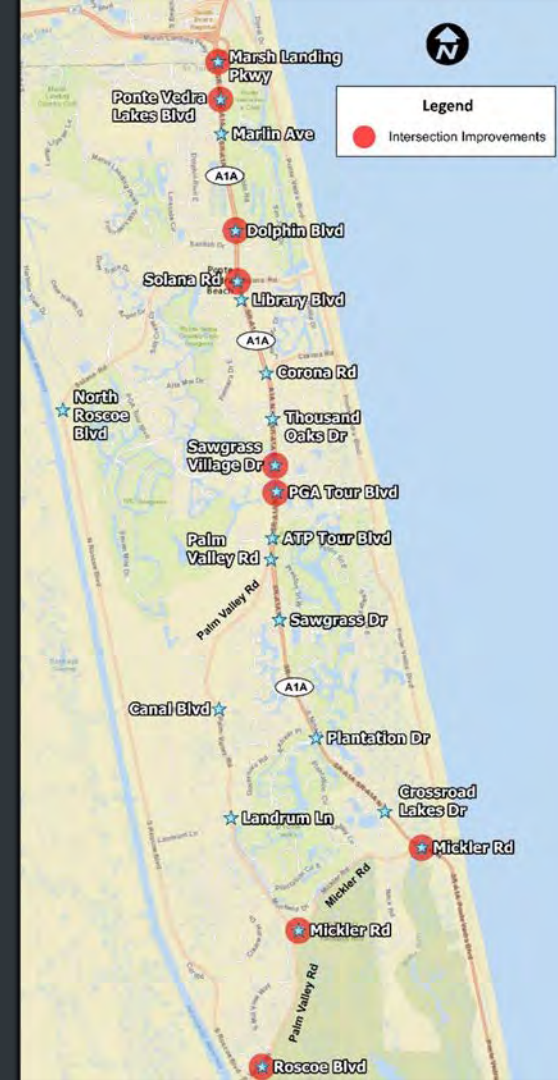


# Future Levels of Service

Intersection	AM Peak	PM Peak
SR A1A at Marlin Avenue	D	D
SR A1A at Solana Road	F	F
SR A1A at Library Boulevard	D	B
SR A1A at Corona Road/ Summerfield Drive	D	E
SR A1A at Thousand Oaks Drive/Ocean Place	C	B
SR A1A at Sawgrass Village Drive/L'Atrium Circle	C	E
SR A1A at PGA Tour Boulevard/Country Club Boulevard	D	F
SR A1A at ATP Tour Boulevard	C	C
SR A1A at Palm Valley Road/ Old CR 210	C	C
SR A1A at Mickler Road	F	F
Palm Valley Road at Mickler Road	F	F

# Intersection Improvements

- SR A1A at Marsh Landing Parkway
- SR A1A at Ponte Vedra Lakes Boulevard
- SR A1A at Dolphin Boulevard
- SR A1A at Solana Road
- SR A1A at Sawgrass Village/L'Atrium Drive
- SR A1A at PGA Tour Boulevard
- SR A1A at Mickler Road
- Palm Valley Road at Mickler Road
- Palm Valley Road at Roscoe Boulevard



# Future LOS with Intersection Improvements

Intersection	AM Peak	PM Peak
SR A1A and Marlin Avenue	C	D
SR A1A and Solana Road	F	F
SR A1A and Library Boulevard	B	C
SR A1A and Corona Road/Summerfield Drive	D	E
SR A1A and Thousand Oaks Drive/ Ocean Place	C	B
SR A1A and Sawgrass Village Drive/ L'Atrium Circle	C	D
SR A1A and PGA Tour Boulevard/Country Club Boulevard	C	D
SR A1A and ATP Tour Boulevard	C	C
SR A1A and Palm Valley Road/ Old CR 210	C	B
SR A1A and Mickler Road	F	F
Palm Valley Road and Mickler Road	E	E

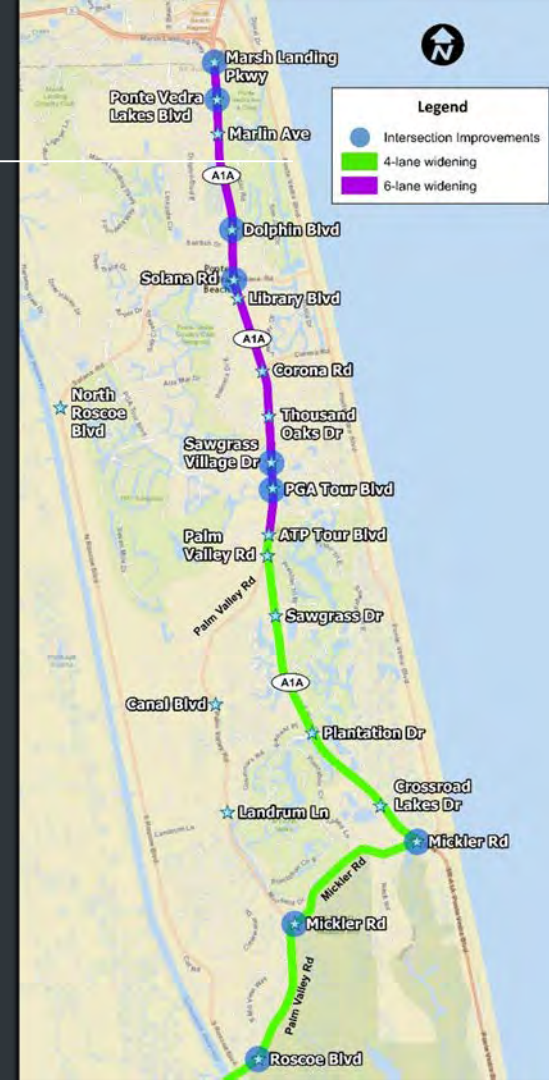
# Costs of Intersection Improvements

---

<b>Intersection</b>	<b>Total Cost</b>
<b>Mickler Road at A1A</b>	<b>\$320,000</b>
<b>PGA Tour Boulevard</b>	<b>\$320,000</b>
<b>Sawgrass Village Drive</b>	<b>\$160,000</b>
<b>Solana Road</b>	<b>\$50,000</b>
<b>Dolphin Boulevard</b>	<b>\$50,000</b>
<b>Palm Valley Road At Roscoe Boulevard</b>	<b>\$1,000,000</b>
<b>Mickler Road at Palm Valley Road</b>	<b>\$1,500,000</b>
<b>GRAND TOTAL</b>	<b>\$3,400,000</b>

# Long Term Needs

- Widening
- Construction of bicycle and pedestrian improvements
- Additional intersections





# SR A1A from Mickler Road to ATP Tour Boulevard

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# SR A1A from ATP Tour Boulevard to JTB

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# Mickler Road at Palm Valley Road



# Palm Valley Road at Canal Boulevard





# Palm Valley Road at Roscoe Boulevard



# Future LOS with Long-Term Improvements

Intersection	AM Peak	PM Peak
SR A1A and Marlin Avenue	C	D
SR A1A and Solana Road	E	E
SR A1A and Library Boulevard	B	C
SR A1A and Corona Road/ Summerfield Drive	B	C
SR A1A and Thousand Oaks Drive/Ocean Place	C	B
SR A1A and Sawgrass Village Drive/L'Atrium Circle	C	C
SR A1A and PGA Tour Boulevard/Country Club Boulevard	C	C
SR A1A and ATP Tour Boulevard	C	C
SR A1A and Palm Valley Road/ Old CR 210	C	B
SR A1A and Mickler Road	F	F
Palm Valley Road and Mickler Road	C	C

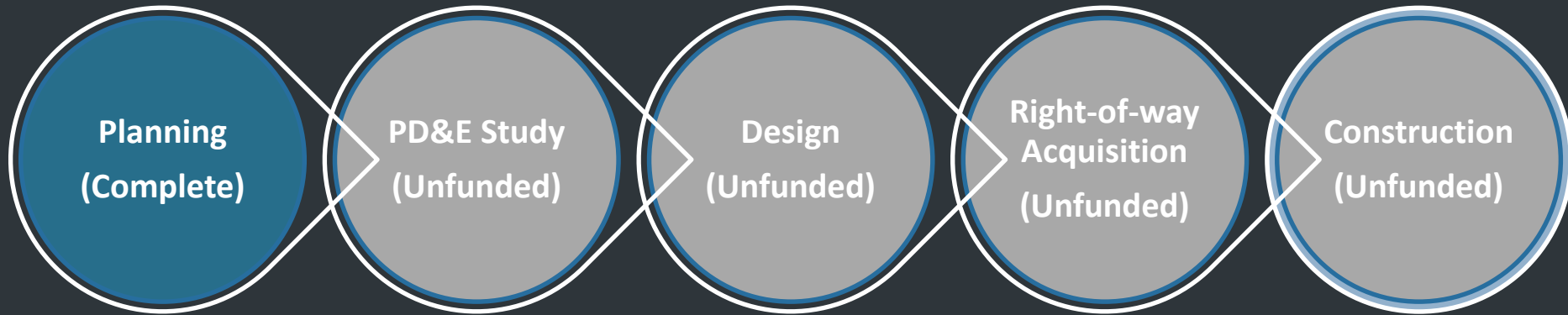
# Costs of Long-Term Improvements

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<b>Segments</b>	<b>Total Cost (millions)</b>
<b>Mickler Road to ATP Tour Boulevard</b>	<b>\$6.4</b>
<b>ATP Tour Boulevard to Marlin Avenue</b>	<b>\$8.2</b>
<b>Marlin Avenue to J. Turner Butler Boulevard</b>	<b>\$18</b>
<b>GRAND TOTAL</b>	<b>\$32.6</b>

# Project Phases

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- No future phases of the project are funded
- No commitment is made to fund future phases

# Summary

---

- Current and future traffic concerns
- Intersection improvements - \$3.4 million
- Widening improvements - \$32.6 million
- No commitment for future phases

# Study Documents



North Florida TPO  
980 North Jefferson Street  
Jacksonville, Florida 32309  
904-306-7500  
[www.northfloridatpo.com](http://www.northfloridatpo.com)



Ponte Vedra Branch Library  
101 Library Boulevard  
Ponte Vedra Beach, FL 32082  
904-827-695  
[www.sjcpls.org](http://www.sjcpls.org)



# Written Comments

Visit [www.northfloridatpo.com](http://www.northfloridatpo.com)  
to review documents and submit comments

Written comments, exhibits and/or  
statements must be  
postmarked or emailed on or before  
May 5th, 2017

# Verbal Comments

All comments are weighed equally

Speakers card

2-minute maximum

# Next Steps

- Finalize Report
- St. Johns County Commission
- North Florida TPO



# Ponte Vedra Palm Valley Traffic Study

April 25, 2017





# Verbal Comments

All comments are weighed equally

Speakers card

2-minute maximum





0:46



530

Stop



Thank you

# Ponte Vedra/Palm Valley Traffic Study

## PUBLIC HEARING NOTICE

**Tuesday, April 25, 2017**  
**Ponte Vedra Concert Hall**  
**1050 A1A North, Ponte Vedra Beach**

**4:30 – 6:30 p.m. Open House**  
**6:30-8 p.m. Presentation**

During the Open House, attendees will have the opportunity to review the project exhibits, ask the project team questions, watch a video summarizing the project and provide written or verbal comments.

Beginning at 6:30 p.m., a formal presentation will be made followed by a public comment period where comments will be limited to two minutes per person. Responses to comments will not be provided during the formal presentation.

**The study draft recommendations are available at [www.northfloridatpo.com](http://www.northfloridatpo.com). Citizens are encouraged to review the recommendations online and submit comments via email.**

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**[www.northfloridatpo.com](http://www.northfloridatpo.com)**  
**(904) 306-7500 • TDD (904) 306-7502**

# Traffic task force to present findings at April 25 public meeting

Posted Thursday, March 16, 2017 12:00 am

**Jennifer Logue**

The results of a Ponte Vedra Beach traffic study will be presented at a public “town hall” meeting to be held Tuesday, April 25 at 7 p.m. at the Ponte Vedra Concert Hall.

The Citizens Traffic Task Force (CTTF) will join with traffic consultants from the North Florida Transportation Planning Organization (NFTPO) to present the study’s findings, along with recommended improvements to local roadways. The CTTF-sponsored study includes all critical roadway systems from JTB to Mickler’s Landing and from the Atlantic Ocean to the Intracoastal Waterway, incorporating data gathered from the recent North Ponte Vedra Beach traffic study.

Following the presentation, the public will have an opportunity to ask questions and offer feedback on the recommendations.

“Traffic in our community has become everybody’s problem,” CTTF Chairman Garry

Phillips said. “If you think that’s an exaggeration, try driving into the Ponte Vedra Beach community any weekday afternoon from 4:30 pm to 6:30 pm. It’s wall to wall traffic on A1A, all the way from the JTB expressway to Solana Road.”

Founded in 2014, CTTF includes citizens and community leaders from throughout the Ponte Vedra Beach area. In addition to NFTPO, the task force has worked with St. Johns County and the Florida Department of Transportation (FDOT) to secure funding to study and find solutions to the area’s increasing traffic congestion.

Jim Sabo, president of the Ponte Vedra Beaches Coalition, said that local elected officials and FDOT representatives are expected to attend the April 25 meeting.

“We encourage everyone to come and bring a friend,” Sabo said. “This is the best opportunity to make your thoughts known and be a part of making near-term traffic flow improvements to a situation that is only getting worse.”

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**MEETING SET ON PONTE VEDRA TRAFFIC**

Thu, 03/02/2017 - 9:20am Beaches1

Efforts of the Citizen's Traffic Task Force to improve traffic conditions in the Ponte Vedra and Palm Valley area will be discussed April 25 when the results of a traffic study will be presented to the public. The CTTF, a group of citizens and community leaders in the Ponte Vedra and ...

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◀ (<http://palmvalleycommunity.org/2017/02/update-from-ponte-vedra-palm-valley-citizens-traffic-task-force/>)

☐☐ (<http://church-event.vamtam.com/blog/blog-layout-1/>)

events



## Update from the Citizen's Traffic Task Force

**FOR IMMEDIATE RELEASE: March 10, 2017**

### **THE PALM VALLEY / PONTE VEDRA BEACH CITIZEN'S TRAFFIC TASK FORCE ANNOUNCES AN IMPORTANT PUBLIC MEETING ON APRIL 25.**

**PONTE VEDRA BEACH, FL:** The Citizen's Traffic Task Force (CTTF), created in 2014, includes citizens and community leaders from throughout the Ponte Vedra Beach area. The CTTF goal is to help develop community consensus around the long-term traffic and roadway needs in Ponte Vedra Beach. The CTTF has worked with St. Johns County, the Florida Department of Transportation and the North Florida Transportation Planning Organization (NFTPO) to gain funding for a study, now underway, to determine solutions to rapidly growing traffic congestion in the area. The current Ponte Vedra Beach Comprehensive Traffic Study incorporates findings from the 2016 North Ponte Vedra Beach Coalition (NPVBC) survey of traffic flow and safety unique to the areas encompassing the SR 202/JTB Eastbound off-ramp at Marsh Landing Blvd., Ponte Vedra Lakes Blvd. and portions of A1A.

The CTTF sponsored study includes all critical roadway systems and intersections from JTB in the North to Mickler's Landing in the south, and from the Atlantic Ocean to the Intracoastal Waterway on the west and will incorporate data gathered from the NPVBC study.

**The results of the new study will be presented at a Public Town Hall Meeting at the Ponte Vedra Concert**

**Hall on Tuesday evening, April 25, at 7:00 p.m.** All interested community members are strongly encouraged to attend. Traffic consultants retained by the NFTPO will present the results of the study and recommended improvements to area roadways. Following this presentation, the public will have the opportunity to provide feedback and ask questions. St. Johns County officials, our local state representatives, and officials from the Florida Department of Transportation are expected to attend. We encourage everyone to come and bring a friend; this is the best opportunity to make your thoughts known and be a part of making near-term and long-term traffic flow improvements.

### **About the Citizens Traffic Task Force**

Representing approximately 85% of all Ponte Vedra Beach residents, the CTF enjoys representation from the Ponte Vedra Beaches Coalition, the Ponte Vedra Community Association, the Palm Valley Community Association, the Ponte Vedra Municipal Service District, the North Ponte Vedra Beach Coalition, and representatives from the Sawgrass, Player's Club, Marsh Landing and Plantation homeowner's associations.

[events/\)](#)

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17

02 '17

UPDATE FROM PONTE VEDRA & PALM VALLEY CITIZENS TRAFFIC TASK FORCE (<http://palmvalleycommunity.org/2017/02/update-from-ponte-vedra-palm-valley-citizens-traffic-task-force/>)

2

Update from Ponte Vedra & Palm Valley Citizens Traffic Task Force FOR IMMEDIATE RELEASE: January...

[\(\[0  
from-\]\(http://palmvalleycommunity.org/2017/02/update-</a></a></p></div><div data-bbox=\)](http://palmvalleycommunity.org/2017/02/update-from-)

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(/)

Posted June 1, 2017 06:51 pm

By Times-Union editorial board (/times-union-editorial-board)

## Friday's Editorial: Ponte Vedra Beach residents see Nocatee as source of traffic problems

5 Comments 10 Share

Widening A1A in Ponte Vedra Beach threatens the quality of life there.



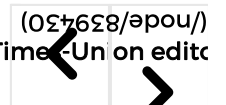
And that quality of life is precisely the reason many people moved to the coastal community.

That's the clear opinion of the written comments received by the Northeast Florida Planning Organization following a meeting at the Ponte Vedra Concert Hall.

The written comments underscored the rousing comments from Ponte

Vedra Beach residents who don't want to turn A1A into Beach Boulevard with six lanes that makes it next to impossible to cross on foot or bicycle.

Friday's Editorial: Ponte Vedra Beach residents see Nocatee as source of traffic problems - By Times-Union editorial board  
**SEE ALSO**



Jet blast at St. Maarten's seaside airport kills tourist  
(<http://jacksonville.com/news/national/2017-07-13/jet-blast-st-maarten-s-seaside-airport-kills-tourist>)

Grandma convinces escaped inmate to surrender  
(<http://jacksonville.com/news/florida/2017-07-13/grandma-convinces-escaped-inmate-surrender>)

---

You have to look hard to find a single person who agrees to widening A1A to either six or four lanes. One resident who does states there is a "silent majority" who wants it. If so, the opposition is much louder.

Some residents are fine with intersection improvements but many believe that widening A1A will simply make their community more attractive as a pass-through by Nocatee residents.

The comments also underscored the belief among Ponte Vedra Beach residents that the villain of all of the increased traffic can be found on the other side of the Intracoastal Waterway — Nocatee.

Never mind that Ponte Vedra Beach's own high school is located there.

In the opinion of the residents, transportation planners missed the impact that Nocatee would have on their community.

The chief evidence of that fact is that TPO planners never mentioned the possibility of a direct link to Nocatee from J. Turner Butler Boulevard.

In the minds of Ponte Vedra Beach residents, a bypass around their community is the only logical solution.

But logic and Google maps indicate that the quickest way for Nocatee residents to drive downtown is via Interstate 95.

Logic also states that Nocatee residents who are traveling for retail and other services in Ponte Vedra Beach, the Beaches or even to the Mayo Clinic are likely to pass through Ponte Vedra Beach.

But sometimes people don't act logically, as one Ponte Vedra Beach resident who lives off Mickler Road stated. She can barely get out of her subdivision during

peak-hour traffic. She sees all of those oval-shaped "NO" stickers on the

As the resident wrote: "So what's the problem here? Nocatee! I don't see how it makes sense for the people who live there to have to go eastbound, then north to eventually get on JTB to go westbound."

Logic for the Ponte Vedra Beach residents is that the Davis family that developed Nocatee use some of their land to create a Butler Boulevard bypass at the Hodges Road or San Pablo exit.

How would you pay for it? Several residents suggest tolls. One suggested a toll on Intracoastal bridges for non-residents.

Does this make sense now? Perhaps not, but then Nocatee is not close to build-out so it may make more sense in the future.

As for retail, a massive shopping center planned by Gate Petroleum east of Interstate 95 and south of Race Track Road will provide all the shopping Nocatee residents would ever need.

In the meantime, traffic throughout Northeast St. Johns County is beginning to see the impact of massive housing development. At peak hours, both Philips Highway and I-95 are packed.

And there are more than enough housing units already approved in the county to create more backups.

It's the historic Florida effect in action.

As far as widening A1A there is no indication that the TPO wants a battle.

In fact, there is no funding available for any traffic improvements at the moment.

The TPO plans a six-county study this fall that ought to provide some valid information to the belief in the Nocatee effect on Ponte Vedra Beach traffic.

Until then, it looks like the future of peak hour traffic for Ponte Vedra Beach and much of St. Johns County can be summed up this way: backed up.

READ/POST COMMENTS



5 Comments

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TIM TOWNSEND

41 days ago

People need to face reality and realize NE Florida and St. Johns County are growing by leaps and bounds, on the coast and away from it. Look at Amelia Island and west Nassau. Florida has 18 + million people where do you think they're going ?

Reply Share

+1

Ted Beach

41 days ago

"Never mind that Ponte Vedra Beach's own high school is located there."

The reason that PVHS is west of the Intracoastal waterway is that there's NO ROOM in Ponte Vedra Beach. We wanted it in our own neighborhood.

But there was NO ROOM.

And so now, to those who want to widen AIA in Ponte Vedra Beach, we simply say, NO ROOM.

Cut down some of the Davis Family's pine trees west of the Intracoastal and pave a road north from Nocatee to Butler Boulevard.

Some day, Nocatee residents, too, will have their chance to say NO ROOM.

Reply Share

+1



Firstname Lastname

41 days ago (edited)

Living at the beach, I welcome traffic bottlenecks that favor pedestrian access to beach neighborhoods.

Reply Share

+1



Abi Thomas

41 days ago

SORRY but PVB needs to get over it and realize that life as they knew it has changed and there is nothing they can do about it. I can't imagine ANY OTHER area of North East Florida complaining about who travels on the public roads; I can't believe these elitist feel like the Davis family should give up their land so they can have the roads to themselves. I think why they're really opposed to the

Friday's Editorial: Ponte Vedra Beach residents see Nocatee as source of traffic problems ... By [Firstname Lastname](#) on [7/13/2017](#) [\(05/7628/επου/\)](#) [Up](#) [Down](#) [Edit](#) [Share](#) [Close](#)

lane increase is because it will likely devalue their homes and make it a less desirable and non-exclusive area to live. That I understand - but that's what happens when you live in an underdeveloped area - it eventually becomes developed and you have to grow with it (or move).

Nocatee gets a lot of blame but there has also been several new developments over the last couple of years along Palm Valley Road (and more being developed right now) - that has had to add a couple hundred more people on the roads right there. Why don't they ever get blame?

I think once more retail opens in Nocatee, US1 and the Bartram area that will diminish some of the traveling through PVB.

Lastly, I am SURE the business along A1A are LOVING the increased number of people traveling through and shopping in their stores!

Reply Share

+1



**Joseph Steinman**

39 days ago

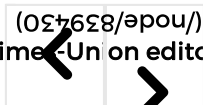
It appears to me that the County Commission is intent on the complete development of every square foot of developable property in Ponte Vedra Beach because growth means a larger tax base; regardless of the subsequent impacts of that growth.

In the meanwhile, the residents of PVB face increasing traffic jams, overcrowded schools, shops and restaurants and roads and streets that are becoming less and less safe for pedestrians and bicyclists.

If the county were to charge impact fees that were commensurate with the actual developmental impacts, there would be less development. How many developers of PVB, and adjacent areas, actually paid anything close to the real costs of their developments?

Reply Share

0



(/)

Posted April 20, 2017 06:11 pm

By Times-Union readers (/authors/times-union-readers)

## Friday Letters: Bill O'Reilly got exactly what he deserved

3 Comments 1 Share

### PROSTATE CANCER



### PSA TESTS SAVE LIVES

Times-Union articles appear to minimize the importance of PSA testing.

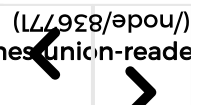
In January 2014, I took a PSA test and had a normal number. I don't remember why but in April I again took a PSA test that also was normal.

### SEE ALSO

Gene Frenette: Can ACC football be more than a one-year wonder?

(<http://jacksonville.com/sports/columnists/gene-frenette/2017-07-13/gene-frenette-can-acc-football-be-more-one-year-wonder>)

Friday Letters: Bill O'Reilly got exactly what he deserved - By Times-Union readers (/authors/times-union-readers)



**Jet blast at St. Maarten's seaside airport kills tourist**  
(<http://jacksonville.com/news/national/2017-07-13/jet-blast-st-maarten-s-seaside-airport-kills-tourist>)

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In June I again took a PSA test that was very high. The doctors at Mayo Clinic said I needed a biopsy as soon as possible.

In July I took my biopsy and it too was very high. I was warned that I should get an operation in August because the cancer was deemed aggressive. They also said that I might die if I decided to wait much longer.

Since the cancer was very new, I had a choice of options for surgery. I elected cyrotherapy. The operation was painless and recovery was fast and uneventful.

Today I am cancer free with no pain and a PSA of 0.2. The doctors at Mayo Clinic did the amazing thing and removed the cancer which grows on the surface of the prostate.

I still have a healthy prostate. I was 83 years old when I had the operation.

My son's father-in-law in the same year began to experience serious back pains. After a CAT scan and a visit to a back specialist, he was told to see a urologist.

He did and they operated immediately because it was obvious the cancer had metastasized and that it had originated in his prostate.

He had very few PSA tests in his life. The doctors recognized the advanced stage and sent him to a hospice where he died. Today he is with the Lord with no pain. But the message he left behind is a very simple one:

Get a PSA test.

It is a simple test that involves taking a small amount of blood. But it could mean the difference between life and death.

**Joseph Roesler**, Jacksonville

PONTE VEDRA TRAFFIC

LEAVE A1A ALONE

A1A through Ponte Vedra should not be expanded to six lanes. (17/958/epod/ (/node/836771) /authors/tirnes-union-reade

Friday Letters: Bill O'Reilly got exactly what he deserved | By Times-Union readers

Ponte Vedra Beach is a seaside residential community known for its beaches, local shopping, resorts, golf courses and easy living.

The North Florida Transportation Planning Organization released its traffic study and recommendations on April 13, which will impact this community. Some of the recommendations to expand turning lanes and safely enter and exit State Road 210 on the bridge over the Intracoastal Waterway will enhance traffic flow with minimal impact on the look and feel of our community.

But the recommendation of expanding AIA to six to eight lanes through Ponte Vedra Beach is an absurd recommendation in a quest to improve peak-time traffic congestion.

There are several reasons this recommendation is not in the best interests of Ponte Vedra Beach or the surrounding communities.

Studies show that expanding road size does not solve congestion.

Rather, it creates more congestion — increasing the number of through lanes causes a significant increase in the accident rate and the accident rate actually decreases during peak rush hour on roads such as AIA.

Lastly, expanding AIA will decrease property values in Ponte Vedra Beach.

Expanding AIA will not solve congestion problems, will increase traffic and accidents and lower property values.

This congestion is limited to a few peak hours. And it is caused by cut-through traffic, according to the traffic study.

It does not make sense to build a permanent, expensive, offensive infrastructure as a flawed resolution to a problem caused by cut through traffic occurring a few hours during the day.

We demand better and more community focused solutions from our tax supported public officials

**Jane Rollinson**, Ponte Vedra Beach

BILL O'REILLY

GOOD RIDDANCE Friday Letters: Bill O'Reilly got exactly what he deserved - By Times-Union readers (/authors/times-union-reade





So Fox News has kicked Bill O'Reilly out the door.

It's high time O'Reilly was shown the door. He was nasty and brash and full of himself.

O'Reilly always asked viewers to email him — and during one program, he read my emailed comments on air.

Of course, O'Reilly took issue with what I had written. He scoffed at my comments and told me to "go back to fairyland!"

Throughout his tenure O'Reilly would refer to people he didn't like as "snowflakes" — his interpretation of people who are gay.

It just goes to show that what goes around, comes around!

Carl J. C.-Hafner, Jacksonville

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**THURSDAY LETTERS: IT'S TIME TO HAVE LIMITS ON GENDER IDENTITY**

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**WEDNESDAY LEAD LETTER: THE WORDS OF CONFUCIUS STILL RING TRUE**

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**WEDNESDAY LETTERS: KANSAS SHOULD NOT BE A ROLE MODEL FOR FLORIDA**

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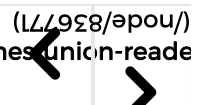
([HTTP://JACKSONVILLE.COM/OPINION/LETTERS-READERS/2017-07-11/WEDNESDAY-LETTERS-KANSAS-SHOULD-NOT-BE-ROLE-MODEL-FLORIDA](http://jacksonville.com/opinion/letters-readers/2017-07-11/wednesday-letters-kansas-should-not-be-role-model-florida))

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**TUESDAY LETTERS: ARE CRIMINALS BEING TREATED WITH KID GLOVES?**

sonville

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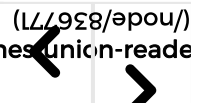




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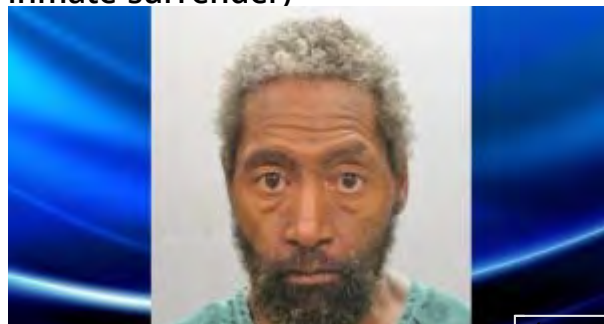


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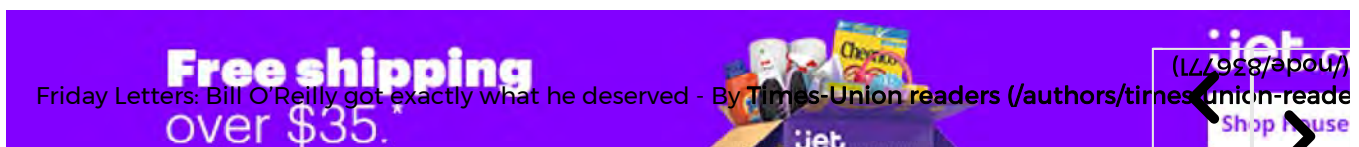
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Posted April 28, 2017 04:31 pm

By Tiffanie Reynolds (/authors/tiffanie-reynolds)

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## Latest study completes Ponte Vedra's traffic blueprint

Comments 0 Share



Ponte Vedra Beach residents pack Ponte Verda Concert Hall for the Ponte Vedra/Palm Valley Traffic Study open house Tuesday evening. (Photo by Tiffanie Reynolds, Florida Times-Union)

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Ponte Vedra residents are happy to finally see the start of traffic solutions on the table and filled the Ponte Vedra Concert Hall for the Ponte Vedra/Palm Valley Traffic Study open house Tuesday evening.

Latest study completes Ponte Vedra's traffic blueprint - By **Tiffanie Reynolds (/authors/tiffanie-reynolds)**  
tiffanie.reynolds@jacksonville.com



The study, done by North Florida TPO, [looks at](#) the traffic conditions along A1A south from Mickler Road to the Duval County line, Mickler Road, Palm Valley Road and Roscoe Boulevard/Solana Road. It serves as a follow-up to the 2016 North Ponte Vedra Beach traffic study, which covered A1A north to Butler Boulevard.

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The study cost \$250,000. Jayne Evens, board member of the Ponte Vedra Beach Citizens Traffic Task Force, said St. Johns County spent \$62,000 to help fund the study. It was done through a partnership with the Citizens Traffic Task Force, the county and the North Florida TPO.

“The purpose of today is to present the various options that are out there, both operational at intersections and larger scale capacity projects,” said North Florida TPO Executive Director Jeff Sheffield. “Then allow the community and the county to decide whether there’s anything in the report that makes sense, if any of the solutions have merit, and determine if they want to establish those as future priorities.”

In the study, the TPO recommends intersection improvements along A1A at Mickler Road, PGA Tour Boulevard, Sawgrass Village/L’Atrium Drive, Solana Road, Dolphin Boulevard, Ponte Vedra Lakes Boulevard, Marsh Landing Parkway and the J. Turner Butler Boulevard northbound on-ramp.

According to a report by the St. Augustine Record, intersection improvements include acquiring right-of-way, adding turning lanes, signaling or channelizing certain lanes, changing certain access points to right-in/right-out only, and adding “Do Not Block” signage and pavement markings.

The TPO also suggests widening A1A from two to four lanes from Mickler Road to ATP Tour Boulevard, and widening it from four to six lanes from ATP Tour Boulevard to Butler Boulevard.

A1A widening — especially from four to six lanes — received the most criticism from residents.

Sawgrass Country Club resident John Fawcett said that widening A1A isn't needed. He sees most of the congestion and traffic in Ponte Vedra Beach coming from Palm Valley and Nocatee, and said that there are other places closer to Nocatee that can handle more lanes.

Ponte Vedra resident David Logue agrees. He sees the solution in making more connections than widening A1A.

"If a lot of A1A's traffic is because of the build out in Nocatee, instead of making A1A six lanes in some places, it would make more sense to explore a connection between Hodges or Pablo," Logue said.

Several other residents echoed their comments during the public hearing portion of the open house Tuesday evening. Other suggestions included building more two-lane roads off of A1A. Other residents voiced concerns of widening for fear of pushing out bicyclists and pedestrians along A1A and increasing pedestrian fatalities.

A majority of the residents that attended gave positive feedback on intersection improvements, and the proposal of a new sidewalk and bike lane on Palm Valley Road.

Marsh Harbor resident Monica Begeman thinks that the intersection improvements will help make roads around Palm Valley safer for drivers. She said that the improvements will help cut down the time she spends navigating traffic in Ponte Vedra Beach.

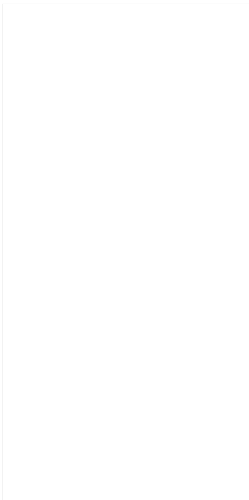
"I tailor my drive around rush hour — during school drop offs and pick ups and that kind of thing — when I can," said Begeman. "But during those high traffic areas it's tough, and in some cases there's not a lot you can do if you have to take a particular lane, you just have to give yourself more time to do it. It would be nice to not have that as an issue."

The TPO said that their next steps is to finalize the report with public comments and present their final recommendations to the St. Johns County Commission. After that, it will be up to the county and residents to prioritize improvements and come up with the funds to execute them.

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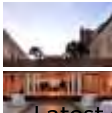
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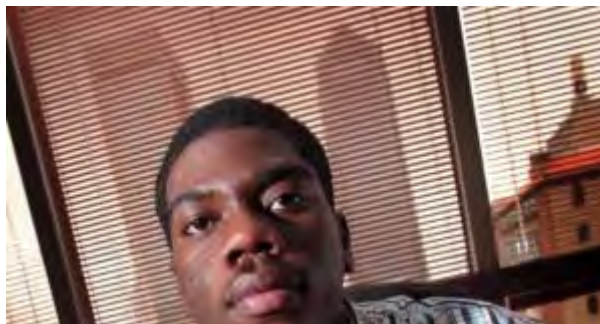
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This Week's Circulars



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# Public meeting held to discuss traffic troubles in Ponte Vedra Beach

By Ashley Mitchem [<https://www.news4jax.com/author/ashley.mitchem>] - Reporter, anchor

Posted: 5:45 AM, April 25, 2017

Updated: 6:48 AM, April 25, 2017

**PONTE VEDRA BEACH, Fla.** - Traffic troubles have been a big topic of conversation in the Ponte Vedra Beach and Palm Valley communities in St. Johns County.

People who live and drive along State Road A1A wanted to know if something could be done to fix them.

A recent study was done at the intersection of A1A at Solana Road down to Mickler Road to see what can be done to improve traffic.

Mike Allen, a father and driving school Instructor, said something has to be done about the area.

“My son's car was totaled right there. It was not his fault whatsoever- three weeks ago. The traffic here is terrible the way it's set up,” said Allen.

The North Florida Transportation Planning Organization is holding public meeting Tuesday night at the Ponte Vedra Concert Hall. This all began when locals asked them to do the study. The results recommend intersection improvements as well as fixing the congestion on A1A and widening the road.

“It's dangerous. Most of these intersections, people can't see. They're not able to see around past other cars. The traffic coming through the intersections- too quickly and so I'll try to dart across,” said Allen. “If you drive down here anytime between three and six o'clock, you'll be sitting around for 20 minutes or so. The traffic here in Ponte Vedra isn't supposed to be backed up during rush-hour traffic.”

Other drivers agree A1A, especially the intersection at Solano Road, is a problem.

Currently, there is no funding for these projects- it's just a study to show what's needed. If the public wants these projects to happen, they have to champion the projects to the county commissioners to get them budgeted in.

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Posted May 26, 2017 06:06 pm

By Times-Union readers (/authors/times-union-readers)

## Saturday Letters: Ponte Vedra traffic issues require answers

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### PONTE VEDRA TRAFFIC



### A CONSENSUS EMERGED

On May 9, the Citizen's Traffic Task Force released comments that identified the next steps following the recent Ponte Vedra Beach Traffic Study Public Hearing that was conducted by the Northeast Florida Transportation Planning Organization.

The turnout was standing room only.

### SEE ALSO

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(<http://jacksonville.com/opinion/letters-readers/2017-07-10/tuesday-letters-are-criminals-being-treated-kid-gloves>)

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It was a great representation of the Ponte Vedra Beach community.

We must continue to voice our opinions on the proposed widening of Mickler Road, County Road 210 (Palm Valley Road), A1A from Butler Boulevard down to Mickler Road and the traffic light at the roundabout.

At the public hearing, it was clear that no one wants to see the widening of these roads! And it was agreed there has been an increase in traffic over these roads.

Most of those at the public hearing felt the increase in traffic is coming from Nocatee using A1A as a bypass to get to Butler Boulevard.

The Citizen's Traffic Task Force and the TPO need to conduct a study into building a bypass road on the west side of the Intracoastal Waterway to take traffic from Nocatee to Butler Boulevard.

Let's also finish the sidewalks down County Road 210 (Palm Valley Road) out to A1A.

Let's make the existing sidewalks in some areas wider to make it safer for bicyclists.

Let's make walking and biking safer for our residents.

Let's stop building homes on postage-size lots on every piece of land left out at the beach. Build the homes, but with less density.

And let's keep A1A one of America's most scenic highways.

Public comments received at the hearing in writing or via their website will be presented to the St. Johns County Board of County Commissioners.

It is important that all Ponte Vedra Beach residents understand the impact that road expansion will have on our community.

I encourage all PVB residents to express their comments, questions, suggestions and concerns by emailing our County Commissioner Jay Morris ([bccd4@sjcfla.us](mailto:bccd4@sjcfla.us)) as well as the Citizen's Traffic Task Force ([cttfboard@yahoo.com](mailto:cttfboard@yahoo.com)).

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**Lona DeBellis**, Ponte Vedra Beach

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A KEY TO DEMOCRACY

Historically the American press has had at least two functions.

One, of course, is reporting events.

The second is discovering corruption and malfeasance in high offices and reporting those.

This makes the press a bulwark against the undermining of democracy.

The Washington Post and The New York Times have been especially diligent in keeping a spotlight focused on President Donald Trump's malfeasance. Other news outlets have also done this well.

We the public owe all of these news organizations a debt of gratitude.

And we should encourage their efforts.

On another note, those who inform the press must remain anonymous because they are subject to retribution.

We are fortunate to have them.

Otherwise, the only information we would get regarding Trump and his associates would be whitewashed and shaped by them.

But they are not the only threat.

In fact, those who contemptuously reject serious investigative reporting are a more serious threat to democracy.

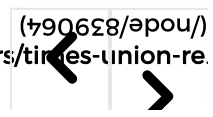
**Lawton Green**, Jacksonville

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Years ago I suggested to our City Council members that we set aside land for parks using thousands of acres available around Jacksonville.

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I did it again when the city acquired Cecil Field.



We just don't have the money, they said.

Cecil Field has thousands of unused acres ripe for a "Super Park" with walking, riding trails and softball fields.

There is already a golf course that is much underused.

I even volunteered to head up the effort to make it a reality. But nothing happened. They must have been too busy with pension reform to think about the citizens.

For pennies, we could have one of the finest parks in the nation. Much of it is already in place — and we own the land!

Write your City Council member today and say that now is the time.

And tell them to get with it.

Actually, let's do even better than that:

There is already an Equestrian Center and Olympic-size pool across the street in the Yellow Water area.

Why not give the city kids a place to go by setting a kids bus rate to Cecil for the summer so they can go swim in the pool — and have some fun without getting into trouble (even if we only do it a couple of days a week)?

Take a few minutes and write to make this the first of many summers for inner city kids to get out of the city.

We could do so much better!

**B. Foerster, Jacksonville**

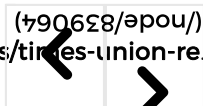
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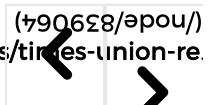
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Saturday Letters: Ponte Vedra traffic issues require answers - By Times-Union readers (/authors/times-union-re



### Sawgrass Country Club

Winter is an etching, spring a watercolor, summer an oil painting and autumn a mosaic of them all. - Stanley... [\(Timeline Photos\)](#)

SEP 22



### The Ponte Vedra Recorder

Find your new best friend! This week's featured adoptable pets from the St. Johns County Pet Center [\(Timeline Photos\)](#)

SEP 22



### The Ponte Vedra Recorder

Sneak Peek! Ponte Vedra Recorder Sept. 22, 2016 edition • Gift of Giving: the latest in area nonprofit news... [\(Timeline Photos\)](#)



SEP 21

# Traffic study recommends widening A1A, replacing Mickler roundabout with signal-controlled intersection

## Town hall meeting on study to be held April 25

Posted Thursday, April 20, 2017 12:00 am

By Jon Blauvelt

Widening A1A from two to four lanes from Mickler Road to ATP Tour Boulevard and from four to six lanes from ATP Tour Boulevard to Marlin Avenue are among the recommendations included in the North Florida Transportation Planning Organization's Ponte Vedra/Palm Valley traffic study, a draft of which has been posted online in advance of an April 25 town meeting to discuss the findings.

Available online at <http://northfloridatpo.com>, (<http://northfloridatpo.com>), the draft report also recommends converting the roundabout at Mickler and Palm Valley roads to a four-leg, signal-controlled intersection as well as widening Mickler Road and the east-west segment of Palm Valley Road from two to four lanes. Other suggested improvements include constructing a new westbound off-ramp from Palm Valley Road to Roscoe Boulevard, and new sidewalks and bicycle lanes along Palm Valley Road. Total construction costs of the proposed standalone intersection improvements are estimated to cost \$3.4 million, while the widening improvements are estimated at \$32.6 million.

Conducted to identify improvements to enhance traffic flow and safety on some of Ponte Vedra and Palm Valley's key roadways, the study analyzed current traffic counts, crash data and other traffic conditions and concerns, as well as anticipated demand in the area through 2040. According to the study, between 2011 and 2016 1,082 crashes occurred on A1A from Marlin Avenue to Mickler Road and on Palm Valley Road, Mickler Road and Roscoe Boulevard/Solana Road. That includes seven fatal crashes, 285 accidents with injuries and 790 crashes that involved damage to vehicles. Rear-end collisions were found to be the most common type of accident on A1A, accounting for 52 percent of the total crashes.

More of the study's findings will be shared at the town hall meeting to be held Tuesday, April 25 at the Ponte Vedra Concert Hall. The event will begin with an open house from 4:30 to 6:30 p.m., when attendees will have the opportunity to review project exhibits, ask questions, watch a video summarizing the project and provide written or verbal comments. A formal presentation will begin at 6:30 p.m. followed by a public comment period, with remarks limited to two minutes per person.

The traffic study was sponsored by the Citizens Traffic Task Force (CTTF), which was founded in 2014 by a group of citizens and community leaders to gain consensus on how to address long-term traffic needs in the Ponte Vedra area. The report completes two years of research by CTTF in collaboration with NFTPPO and its consultants, the North Ponte Vedra Beach Coalition (NPVBC), St. Johns County and the Florida Department of Transportation (FDOT).

"The results of the traffic study are only one step in the process for developing short- and long-term traffic solutions for the community," said Jim Sabo, president of the Ponte Vedra Beaches Coalition and a task force member. "This is a long journey that will need continued positive support from the community to have any results down the road. Decisions on how to go forward with improvements, timelines and funding are remaining issues that will need to be supported to be successful."



Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Bon Wiley  
 Organization: Ponte Vedra Beach Delivery Dudes  
 Address: 155 Great Harbor Way, Apt 1904  
 City: Ponte Vedra Beach State: FL Zip: 32082  
 Telephone: 561-676-4357 E-mail: rwiley@deliverydudes.com  
 Circle one: Home Owner  Business Owner  Other

Comments: Illegal U-turn sign needed on SR A1A  
southbound at the intersection of SR A1A and  
Ponte Vedra Lakes. One of the driver's  
working for Delivery Dudes had her car  
totalled at said intersection due to an

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attempted illegal u-turn.



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Midge Seligs

Organization: \_\_\_\_\_

Address: 3253 Old Ben Rd W

City: PVB State: \_\_\_\_\_ Zip: \_\_\_\_\_

Telephone: 904 710-7910 E-mail: \_\_\_\_\_

Circle one:  Home Owner  Business Owner  Other

Comments: RIGHT AT FAIRFIELD / SAWGRASS South Gate  
Over 2000 families - Can not get in just.



Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: W. H. WALKER

Organization: \_\_\_\_\_

Address: 301 BERMUDA BAY CIRCLE

City: PONTE VEDRA BEACH State: FL Zip: 32082

Telephone: 904-591-6386 E-mail: walker@pvaowsp.com

Circle one:  Home Owner  Business Owner  Other

Comments: ① WHAT WAS THE PLAN FOR NORTH/SOUTH ACCESS TO NOCATER. WAS IT ALWAYS ASSUMED THAT AIA WOULD DO THE ACCESS TO NOCATER  
② WHY DOES THE AIA PLAN INCLUDE WIDENING AIA SOUTH OF PALM VALLEY RD WHEN

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MOST MOTORISTS ~~ARE~~ DO NOT DRIVE TO MICKLER TO ENTER NOCATER



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: TIM EYMER  
 Organization: OLD PONTE VEDRA BEACH HO  
 Address: 191 SEA HAMMOCK WAY  
 City: PV State: FL Zip: 32082  
 Telephone: 904 303 8875 E-mail: FIT4PV@HOTMAIL.COM  
 Circle one:  Home Owner  Business Owner  Other

Comments: MATOR PROBLEM AT SALANO AND  
AIA - NO RELIEF FOR THE BIGGEST  
PROBLEM.

NEED SAN PATRICK OR HODGES EXTENDED TO NOCATEE





Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :



Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Ted Larson

Organization: \_\_\_\_\_

Address: 324 S. WINDY DRIVE

City: PVB State: FLA Zip: 32082

Telephone: 904 373 5449 E-mail: JOFL@Comcast.net

Circle one:  Home Owner  Business Owner  Other

Comments: 1. Since traffic originates in vocated  
Shouldn't they build a direct rte to JTB?

2. If this project goes forward - pls  
consider noise to residents



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: GAIL MACNEILL

Organization: \_\_\_\_\_

Address: 115 Lake Julia Dr N

City: PVB State: FL Zip: 32082

Telephone: \_\_\_\_\_ E-mail: g.macneill@comcast.net

Circle one:  Home Owner  Business Owner  Other

Comments: I am against this funding  
dangerous for walkers + bike riders currently.  
We do not want to fund Noctua  
do not do this



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: DONNA WESTINGTON

Organization: \_\_\_\_\_

Address: FAIRFIELD COMMUNITY

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: 32082

Telephone: \_\_\_\_\_ E-mail: WESTVETTE@HOTMAIL.COM

Circle one: Home Owner Business Owner Other

Comments: NEW CONSTRUCTION SHOULD BE CURTAILED. HOWEVER, ~~THE~~ BUILDERS SHOULD BE HELD ACCOUNTABLE FOR SOME OF THE MONIES TO FIX ROAD ISSUES.

\* TOO MANY LIGHTS ON AIA ALSO!

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Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Virginia Smith  
 Organization: Self  
 Address: 554 Granada Terrace  
 City: PVB State: FL Zip: 32082  
 Telephone: (904) 280-5949 E-mail: ginny.smith100@comcast.net  
 Circle one:  Home Owner  Business Owner  Other

Comments: The true issue is the Nocatee traffic needs to have access north of the west side of the Intracoastal. The road that is on the Dival/St. Johns line that runs from Nocatee north towards JTB needs to be paved. Then the disruption is to only the owners that

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are ~~benefiting~~ currently benefiting from the development of Nocatee and the future development of Nocatee. I last heard there are going to build an additional 7000. The road should



Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Michele Daly

Organization: \_\_\_\_\_

Address: 1850 Oceans Edge Dr

City: Ponte Vedra Beach State: FL Zip: 32082

Telephone: 9049942395 E-mail: mdxrsiz@comcast.net

Circle one:  Home Owner  Business Owner  Other

Comments: Any discussion of a "Fly over"?  
Divert the traffic instead of sending them  
to AIA -

Reduce the speed limit to 25-35 -

Do not allow AIA Michlers to JTB as the "passthrough"



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: JAYNE G. EVANS  
 Organization: PALM VALLEY COMMUNITY ASSOC/CTTF  
 Address: 104 DAHLIA COURT  
 City: PVB State: FL Zip: 32082  
 Telephone: 315-4735 E-mail: jevans@bresciaevans.com  
 Circle one: Home Owner Business Owner Other

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: April Justice

Organization: Homeowner Avalon

Address: 200 Avenue C

City: Ponte Vedra Beach State: FL Zip: 32082

Telephone: 904-945-7707 E-mail: a.prerx@hotmail.com

Circle one:  Home Owner  Business Owner  Other

Comments: Current plan does not account for my neighborhoods growth and added new homes. The red light at Ponte Vedra Lakes is the only break in traffic flow that allows to get into and out of our neighborhood at any given time of day. A directional median would

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further complicate access to and from Avalon.



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Chris Hill

Organization: Homeowner

Address: 411 Pheasant Run

City: PVB State: FL Zip: 32082

Telephone: 904-280-7999 E-mail: deepc70@hotmail.com

Circle one:  Home Owner  Business Owner  Other

Comments: Eastbound traffic on Salena Rd backs up past  
Winn-Dixie, Salena Woods, Salena City & the lights in the mornings  
+ Westbound in the evenings. Please consider variable speed limits  
during peak hours. Also not right on reds on to Salena and  
no right on reds from TPC Blvd to Salena during peak hours so

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homeowners can exit their neighborhoods.





Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Thompson

Organization: \_\_\_\_\_

Address: 712 S. W. Ave

City: PVB State: \_\_\_\_\_ Zip: \_\_\_\_\_

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Circle one:  Home Owner  Business Owner  Other

Comments: \_\_\_\_\_

6 lanes is excessive  
~~\_\_\_\_\_~~  
 \_\_\_\_\_



Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Duncan Thomas

Organization: CITF Board member

Address: 32 Players Club Villas

City: PVB State: FL Zip: 32082

Telephone: 409-320-1782 E-mail: thomaspvb@comcast.net

Circle one:  Home Owner  Business Owner  Other

Comments: (1) Why can't Palm Valley be widened to 4 lanes, especially with regard to heavy storm egress? (2) Solas + V20 as AIA will continue to be a bottle neck. Regard level how many lanes go through there. How can this congestion be abated? (3) What was the process that resulted in the light at the PV Library on AIA? Was it the result of a Traffic Study unknown to us?

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Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: ALAN LAUWAERT

Organization: SEASIDE (CROSSROADS)

Address: 112 CROSSCREEK CIRCLE

City: PVB State: FL Zip: 32082-4027

Telephone: \_\_\_\_\_ E-mail: ALANLAUW@AOL.COM

Circle one: Home Owner Business Owner Other

Comments: WHERE WILL ADDITIONAL RUNOFF GO FROM SOUTH  
OF ENTRANCE TO SEASIDE?  
WILL WEIR AT MILLER'S BE ENLARGED?



Public Hearing



Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Charles Joseph EASTMAN

Organization: Sungroes

Address: 40 Lake Julie Dr S

City: PVB State: FL Zip: 32082

Telephone: 810-877-2812 E-mail: Joe.eastman1@gmail.com

Circle one: Home Owner Business Owner Other

Comments: Why Not Build Alternate RD  
West of Intra Coastal to Handle No Carter  
Traffic Both Residential & construction from  
Palm Valley RD to San Pablo Rd



Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Laura Byrne

Organization: \_\_\_\_\_

Address: 10 Lake Terrace

City: Ponte Vedra Beach State: FL Zip: 32082

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Circle one:  Home Owner  Business Owner  Other

Comments: I have lived all over the world and experienced driving in many different scenarios. I am shocked that proposing to expand A/T was put forward as a solution. There is ample research that shows widening roads creates induced demand and does not solve congestion. The study needs to look at alternate routes and alternative

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forms of transportation (ie biking). Ponte Vedra needs to be as pedestrian and bike friendly as possible. This plan would destroy property values and quality of life.



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Barbara Guile

Organization: \_\_\_\_\_

Address: 298 Park Lake Dr.

City: PV State: FL Zip: 32081 # 2 Homes / Permits

Telephone: (360) 801-1458 E-mail: BARBAGUILE@PVPA.COM

Circle one: Home Owner Business Owner Other COM

Comments: \_\_\_\_\_

# PREFER ROAD ABOUT @ MICKLER /  
PALM VALLEY ... NOT A NEW INTERSECTION

WANT TO MAINTAIN COMMUNITY FEEL.



Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: LAURIE KELLY

Organization:

Address: 221 Pablo Rd

City: PVB State: FL Zip: 32082

Telephone: E-mail:

Circle one: Home Owner Business Owner Other

Comments: None of this will solve the problem. "Build it and they will come" The solution is a bypass into Nocatee.



Public Hearing

Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: James Bruce

Organization: \_\_\_\_\_

Address: 132 Gardemia Ave

City: PVB State: FL Zip: 32082

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Circle one:  Home Owner  Business Owner  Other

Comments: Develop roadways west of the intercoastal  
Minimizing development of AIA. Solve north/south  
& east/west traffic issues west of the intercoastal.  
Put six lanes on RT 1 not AIA. Extend San Pablo  
south w/ western feeder roads.





Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study:

*\* I want to be contacted asap.*

*Thank you.*

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Kitty Switkes  
 Organization: MSD / resident of Avelon neighborhood off AVE C / A1A  
 Address: 111 Ocean Course Dr  
 City: P.V. State: FL Zip: 32082  
 Telephone: 904631-4440 E-mail: Switty111@hotmail.com  
 Circle one:  Home Owner  Business Owner  Other

*40+ homes*

Comments: The residents of Ave C, Ocean Course Dr, Lagoon Course Ave, Briarwood Lane, Fairway Woods Way are against the Florida T intersection at Ponte Vedra Lakes Blvd and the directional median at Ave C & A1A. You are making it impossible for the residents of these streets to enter/exit off Ave C safely.

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*Have you discussed these changes with the SVC School Board Transportation. It will be difficult if not impossible for the School Buses to exit the neighborhood*



Public Hearing  
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Name: ELINOR Hubert

Organization: \_\_\_\_\_

Address: 705 LAKE Stone Circle

City: Ponte Vedra Bch State: FL Zip: 32082

Telephone: \_\_\_\_\_ E-mail: flanyellie -

Circle one:            Home Owner            Business Owner            Other

Comments: create a North South Highway west of the  
intra coastate to Butler Blvd.

Problem Solved !!



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: MARILYN JACOBS  
 Organization: NECK ROAD  
 Address: 1173 NECK ROAD  
 City: PVB State: FL Zip: 32082  
 Telephone: 904-963-0344 E-mail: MARILYN JACOBS@BELL SOUTH.NET  
 Circle one:  Home Owner  Business Owner  Other

Comments: SEE OTHER SIDE FOR MUST HAVES  
OVER



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Anne Peters  
 Organization: \_\_\_\_\_  
 Address: 804 Baytree Lane  
 City: PVB State: FL Zip: \_\_\_\_\_  
 Telephone: 904 395 3693 E-mail: \_\_\_\_\_  
 Circle one:  Home Owner  Business Owner  Other

Comments: I agree with the potential improvements. My main concern is the ability ~~to~~ to turn left out of neighbor hoods on Palm Valley Rd. I know this study does not address this issue but I would

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I like to see solutions to that issue.

Thank you



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

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Name: JOHN C. HARRIS  
 Organization: \_\_\_\_\_  
 Address: 317 NORTH SHIPWRECK AVE  
 City: Ponte Vedra Beach State: FL Zip: 32081  
 Telephone: 904-412-6066 E-mail: JOHN5257@Bellsouth.net  
 Circle one:  Home Owner  Business Owner  Other

Comments: (1) STOP THE SPEEDING ON THE BRIDGE. IF PALM VALLEY IS 4 LANES THE SPEEDING WILL ONLY GET WORSE PEOPLE TRUCKS FLY OVER THE BRIDGE NOW AND IT GOES DOWN TO 2 LANES. I CAN GIVE 2 LANES. SPEED LIMIT MUST BE ENFORCED  
(2) NOT SAFE FOR PEOPLE TURNING LEFT OUT OF LANE  
(3) Explore EXTENDING Hedges Blvd to 210/NOCATEE  
People use Palm Valley rd to escape OADR to ITR



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Jane Rusk

Organization: \_\_\_\_\_

Address: 220 Crossfern Ct. Ponte Vedra Beach, FL 32082

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Circle one:  Home Owner       Business Owner       Other

Comments: Need to have turn lanes into each community. You have no turn lane into Seaside Community. Traffic could be improved by better synchronize of traffic lights on A1A



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Michael Hanlon

Organization: \_\_\_\_\_

Address: 200 Crosstern Ct

City: PVB State: FL Zip: 32082

Telephone: \_\_\_\_\_ E-mail: MJHANPER@GMAIL.COM

Circle one:  Home Owner  Business Owner  Other

Comments: There needs to be turn off lanes  
for all the different subdivisions  
or it won't be safe for everyone



Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

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Name: Judith D. STRUCK

Organization: \_\_\_\_\_

Address: 31 Lake Julia Drive S

City: Ponte Vedra Bch State: FL Zip: 32082

Telephone: \_\_\_\_\_ E-mail: Judithstruck@gmail.com

Circle one:  Home Owner  Business Owner  Other

Comments: I do not believe your plan is the only possibility for solving our traffic problems. I would like to see more emphasis on building roadways out of Nocton and towards ITR and other accesses to town





Public Hearing

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Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Chitra Cowan

Organization: Seaside HOA

Address: 244 PATRICK MILL CIR

City: Ponte Vedra Beach State: FL Zip: 32082 MAC-ECOM

Telephone: (904) 285 3807 E-mail: pubcowan@mac-ecom.com

Circle one:  Home Owner       Business Owner       Other

Comments: It is insane and reckless to distract Ponte Vedra Beach to get Nocatee Residents Home Faster. This is a scenic Byway  
A connector from Nocatee Blvd to ITB is a far better solution - USE Edment Drive!!!



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Charles E Cowan Jr  
 Organization: Seaside Homeowners  
 Address: 244 Patrick Mill Cir  
 City: Ponte Vedra Bch State: FL Zip: 32082  
 Telephone: (904) 285-3807 E-mail: PUBCOWAN@MAC.COM  
 Circle one:  Home Owner       Business Owner       Other

Comments: The increased Traffic is caused by Nw Lottee.  
The solution is a road from there to  
Hedges Blvd



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

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Name: AL ABBATIELLO  
 Organization: WM, BARTHAM SCENIC & HISTORIC HWY  
 Address: 1133 River Birch Rd.  
 City: ST. JOHNS State: FL Zip: 32259  
 Telephone: 904-699-8475 E-mail: alabbat@comcast.net  
 Circle one:  Home Owner  Business Owner  Other chair WBS & HH

Comments: This is a Scenic & Historic Highway that should remain in its current state. It's served the Ponte Vedra Area well & should remain as is. The Area is virtually built out & increased traffic will be

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accomodated. More roads equal more cars, more danger, more deaths.



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Cynthia Callas  
 Organization: \_\_\_\_\_  
 Address: 409 Sea Spray Lane  
 City: Ponte Vedra Beach State: FL Zip: 32082  
 Telephone: 904-273-8189 E-mail: cyncallas@aol.com  
 Circle one:  Home Owner  Business Owner  Other

Comments: We are absolutely against widening A1A! It is a designated scenic byway and should not be turned into a 6 lane highway! It is clear that the traffic increase on the "island" of PVB is due to Nocatee and Palm Valley new developments. They need a road and/or bridge connecting Palm Valley/Roscoe and

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Nocatee with JTB. ~~What about the palm trees in the center island? what about school bus stops on~~ What about the palm trees in the center island? what about school bus stops on



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Reggie Grant  
 Organization: \_\_\_\_\_  
 Address: 15 Walkers Ridge Drive  
 City: Ponte Vedra Bch State: FL Zip: 32082  
 Telephone: 828-713-4384 E-mail: rgrant653@gmail  
 Circle one:  Home Owner       Business Owner       Other

Comments: Put 4 lane Road From Norcokee  
up to San Pablo on West Side of  
Intercoastal  
Then make these improvements!  
otherwise this is pure negligence!



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

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Name: Timothy J. Welsh  
 Organization: SALT Creek H.O.A. - President  
 Address: 1153 Creeks Edge Ct.  
 City: P.V.B. State: FL Zip: 32082  
 Telephone: 904.233.9787 E-mail: twelsh@sh.net  
 Circle one:  Home Owner  Business Owner  Other

Comments: Study doesn't account for new development at Oak Bridge C.C. or AIA. TRAFFIC needs to be reduced on Bosler Blvd. Need traffic light from Seaside (Crossroad Lakes Dr.)



Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

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Name: Richard Hilly

Organization: \_\_\_\_\_

Address: 232 Charleston Cir

City: PVB State: FL Zip: 32082

Telephone: 904-607-0750 E-mail: R.Hilly@604ATT.net

Circle one:      Home Owner      Business Owner      Other

Comments: I would first look at the frequency  
of the light at Solance Rd -  
Have lights going longer on A1A - 70 maybe  
to all left on A1A -



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

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Name: Cindy Holt

Organization: \_\_\_\_\_

Address: 200 Patrick Mill Circle

City: PV Beach State: FL Zip: 32082

Telephone: 904.285.6897 E-mail: cindy-holt@comcast.net

Circle one:  Home Owner  Business Owner  Other

Do a traffic study to  
 Comments: Build a Flyover from Novatee to San Pablo. Widening AIA is going to create additional traffic. We need a solution to the traffic not a band aid.





Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

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Name: Sherry David

Organization: \_\_\_\_\_

Address: 1244 P.V. Blvd

City: P.V. State: FL Zip: \_\_\_\_\_

Telephone: 307-4439 E-mail: ~~Sdavid~~ Sdavid101@hotmail.com

Circle one:  Home Owner       Business Owner       Other

Comments: do a study for a connector  
from San Pablo to Hooters rd near  
bring in more traffic down A1A  
and through Ponte Vedra!



Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: MARK ATKINS

Organization: North Florida Bicycle Club

Address: 733 BLUE SEAS CT

City: PONTEVEDRA BEACH State: FL Zip: 32082

Telephone: 973-219-1092 E-mail: mjatkinsmd@gmail.com

Circle one:  Home Owner  Business Owner  Other

Comments: It is essential that all road improvements provide adequate facilities for bicyclists (bike lanes) + pedestrians (sidewalks) with safe crossings. Plan leaves out Roscoe which is dangerous for cyclists + walkers. Also absent is consideration for an alternative route from west of Palm Valley Bridge north to relieve some of traffic

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from Nocatee traveling north via A1A. Unless St. Johns County steps up and funds these projects, it is all a pipe dream.



Public Hearing  
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Name: Keurn Burke  
 Organization: \_\_\_\_\_  
 Address: 105 Cutter Court  
 City: Ponte Vedra Beach State: FL Zip: 32082  
 Telephone: 904-285 9461 E-mail: burkepkac@aol.com  
 Circle one:  Home Owner  Business Owner  Other

Comments: The Speed Zone Study of the SR 202 Off Ramp to Marsh Landing Blvd did not consider the impact on the westbound traffic on Marsh Landing Pkwy. The westbound traffic is heavily congested as car wait to turn left across the exiting traffic. Please consider adding a traffic circle at the end of the exit.



Public Hearing  
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Name: Tonia Le Vangie  
 Organization: Home owner  
 Address: 21648 L'Atrium Cir S.  
 City: P.J.B State: FL Zip: 32082  
 Telephone: 904-704-4146 E-mail: Tonia-LeVangie@gmail.com  
 Circle one:  Home Owner  Business Owner  Other

Comments: Builders have been allowed to over build without thought of the consequence of what the extra homeowners would do to the roads. We need to have another access road to JTB & 95 closer to Micklers Rd. or the west side of the intercoastal. Also, this should be paid for

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out of the builders' pockets who have been the only ones who have benefitted from this



Public Hearing

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Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Bob Kennedy

Organization: \_\_\_\_\_

Address: 21 Ponte Vedra Circle

City: PV Bch State: FL Zip: 32082

Telephone: 273-0845 E-mail: \_\_\_\_\_

Circle one:  Home Owner  Business Owner  Other

Comments: The study needs to identify the root cause(s) of the increase in traffic on A1A. It is Nocatee. PEOPLE go east to A1A to get to Butler to go back west. There needs to be a new road from Nocatee to Butler. Maybe

NOT CONSTRUCT new interactions

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extend San Pablo.



Public Hearing  
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Name: \_\_\_\_\_

Organization: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Circle one: Home Owner Business Owner Other

Comments: The majority of traffic at peak → they are getting off at JTB  
times seems to be people cutting thru to Nocateres  
~~to~~ make a roadway in Duval County to connect  
to the Duval County end of Nocateres.

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Widen bike lanes,

until Nocateres became more built up, the congestion wasn't noticeable.



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Name: KATHERINE LEAOLD

Organization: \_\_\_\_\_

Address: 500 MORNING SIDE DR

City: PVB State: FL Zip: 32082

Telephone: 904 285 5192 E-mail: LEAOLDK@BELLSOUTH.NET

Circle one:  Home Owner  Business Owner  Other

Comments: WHY NOT HAVE AN EAST BOUND  
THRU WAY BETWEEN MARLIN &  
SOLANA RD?



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

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Name: DONALD LE VANGIE

Organization: HOME OWNER

Address: 2648 L'ATRIVUM CIR, SO, PONTE VEDRA BCH.

City: PONTE VEDRA BCH State: FL Zip: 32082

Telephone: 904-742-6716 E-mail: DLEVANGIE@BELLSouth.NET

Circle one:            Home Owner            Business Owner            Other

Comments: <sup>10</sup> NOCATEE WILL BE THE BENEFIT OF THIS PROJECT  
NOT OUR PONTE VEDRA BEACH RESIDENTS  
<sup>20</sup> ALL IMPROVEMENT TO THE SERVICE TO NOCATEE NEEDS  
TO BE MADE ON THE WEST SIDE OF THE INTERCOSTAL W/ LEVIE  
US ALONE.

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<sup>30</sup> THIS NEEDS TO BE PUT TO VOTE AND THE VOTE HAS TO  
BE LIMITED TO THE WEST SIDE OF THE INTERCOSTAL.  
<sup>40</sup> THE DECISIONS OF NOCATEE.



Public Hearing



Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Laura Lewis

Organization: \_\_\_\_\_

Address: 140 Summer Tree Ct

City: PVB State: FL Zip: 32082

Telephone: 904-686-1618 E-mail: lauralewis@outlook.com

Circle one:  Home Owner  Business Owner  Other

Comments: opposed to changes!!

Better cheaper solutions to  
Change timing of Lights + use cameras  
+ Autosignals

to change  
lights



Public Hearing  
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Name: JAN COEAGGIO  
 Organization: \_\_\_\_\_  
 Address: 128 COASTAL OAK CIRCLE  
 City: PONTEVEDRA BCH State: FL Zip: 32082  
 Telephone: 285-3622 E-mail: JAN COEAGGIO  
 Circle one:  Home Owner  Business Owner  Other

Comments: STOP THE BUILDING OF NEW HOMES !!  
PUT IN A ROAD FROM NOCATEE TO BUTLER BOULEVARD  
+ THAT WILL ALLEVIATE LOTS OF TRAFFIC ON AIA  
WE DID NOT VOTE FOR NOCATEE. WE HAVE LIVED  
IN PVB FOR 24 YEARS BECAUSE WE HAVE OR MAY HAVE HAD

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A BEAUTIFUL SMALL COMMUNITY. NOCATEE SHOULD PAY FOR  
THE TRAFFIC THEY CREATED + BUILD A NEW ROAD NORTH!



Public Hearing

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Name: Diana Rawle

Organization: \_\_\_\_\_

Address: 400 S Mill View Way (Sawmill Lakes)

City: PVB State: FL Zip: 32082

Telephone: 904-686-1707 E-mail: Rawletfamily@aol.com

Circle one:  Home Owner  Business Owner  Other

Comments ① N/S corridor west of Intracoastal to provide alt Route - Many are using PVB/ATA as Corridor to reach San Pablo, Bay This was not addressed in Study? etc Beach  
② Signal @ roundabout → creates wait times all day (one for residents to relieve wait times for passers thru @ rush hours

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③ Signal timing at Solano → Source of backups Partially addressed? Very Bad  
↳ If traffic flowed Southbound using ATA that Palm Valley Rd, Flow would improve



Public Hearing  
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Name: Wille D. Dean

Organization: \_\_\_\_\_

Address: 200 Crossroad LK DC

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: 32082

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Circle one:  Home Owner       Business Owner       Other

Comments: No mention of traffic

driven by Kocatee Premier Homes development

TKS



Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

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Name: MRS. ROBERT FISHER

Organization: \_\_\_\_\_

Address: 6541 BURNHAM CIR

City: PVB State: FL Zip: 32082

Telephone: 443-465-7917 E-mail: \_\_\_\_\_

Circle one:  Home Owner  Business Owner  Other

Comments: We moved here 3 yrs ago from Maryland. The traffic on AIA is NOTHING compared to where we came from. To think of funding a 32.6 million dollar project w/ so many disruptions to residents would be a mistake. Commuters need to add 15-20 min to their destinations.

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Also, of note, this project is unfunded!



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Name: Ralph & Janice Miller

Organization: \_\_\_\_\_

Address: 309 Crossroad Lts. Dr.

City: Ponte Vedra Bch State: FL Zip: 32082

Telephone: 904-473-7464 E-mail: 83broadway@att.net

Circle one:  Home Owner  Business Owner  Other

Comments: Will the new design be able to handle the water overflow that is currently being used? How many cubic yards of water does the system handle now?

2) The maximum amount of traffic that AIA can handle going north is the one entrance lane to the STB, and the two lanes

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going into Jax Bch. what gap does 3 lanes backing up at marlin do <sup>624</sup> it will cause additional <sup>624</sup> (point to) - The same problem exists heading south on A-1A at Michler.



Public Hearing

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Name: Ralph & Janice Miller

Organization: \_\_\_\_\_

Address: 309 Crossroad Lks Dr

City: Ponte Vedra Bch State: FL Zip: 32082

Telephone: 473-7464 E-mail: 836roadway@att.net

Circle one: Home Owner Business Owner Other

Comments: We reside in Seaside. Right now it takes me 3-5 mins just to make a left-hand turn sometimes with just the one lane! It will be impossible with this plan, especially taking our turn lane away.

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What will happen to our home values?



Public Hearing

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Name: Mary Kinkadee

Organization: \_\_\_\_\_

Address: 29 S. Rowan

City: PV3 State: 7 Zip: 32082

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Circle one:      Home Owner      Business Owner      Other

Comments: Do not 6 Lane AIA  
it will not help  
fix any of the things and  
a few other things





Public Hearing  
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Name: JIM SABO

Organization: COALITION

Address: 178 RIVER MARSH DRIVE

City: PONTEVEDRA State: FL Zip: 32082

Telephone: 904-280-0362 E-mail: SABO.JIM@COMCAST.NET

Circle one:  Home Owner  Business Owner  Other

Comments: THE TRAFFIC STUDY IS VERY COMPREHENSIVE  
AND I'M INTERESTED IN DISCUSSING POSSIBLE  
IMPROVEMENTS AND HOW TO DEVELOP  
FUNDING



Public Hearing

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Name: Peggy & Tom M<sup>c</sup>Andrews

Organization: Plantation resident

Address: 152 Muirfield Dr

City: Ponte Vedra Beach State: FL Zip: 32082

Telephone: \_\_\_\_\_ E-mail: Tom-mcandrews@hotmail.com

Circle one:  Home Owner  Business Owner  Other

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Public Hearing

Ponte Vedra/Palm Valley Traffic Study :

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Name: Martina Hannon

Organization: \_\_\_\_\_

Address: 153 Eagle Rock Dr.

City: Ponte Vedra State: FL Zip: 32081

Telephone: (702) 808-3824 E-mail: martina.hannon@hotmail.com

Circle one: (904) 834-7289  Home Owner  Business Owner  Other

Comments: I would like to see

- ① More street lights on Roscoe Rd + Palm Valley Rd
- ② More round-a-bouts vs. traffic lights



Public Hearing

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Name: Christina Maulc

Organization: \_\_\_\_\_

Address: 1560 GOVERNORS Rd

City: PONTE VEDRA State: FL Zip: 32082

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Circle one:  Home Owner  Business Owner  Other

Comments: connect road to JTIB by

- Hodges # of San Pablo
- install new pedestrian design
- if widening AIA



Public Hearing

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Name: DONNELL CURLEY

Organization: \_\_\_\_\_

Address: 2804 ST MARC COURT

City: PVB State: FL Zip: 32082

Telephone: 970, 988, 1162 E-mail: missdonnell@yahoo.com

Circle one:  Home Owner  Business Owner  Other

Comments: GOOD GOD - DID NO ONE THINK AHEAD WHEN BUILDING/PLANNING NOCATEE? WHY NO ALTERNATE ROAD TO AIA PLANNED THROUGH THOSE COMMUNITIES? DO NOT SUPPORT AIA EXPANSION, PVB DOES NOT NEED TO BE A 5,6 LANE THRU WAY TO

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SUPPORT OVER GROWTH. THIS EXPANSION NEEDS TO BE STOPPED AND NEW ALTERNATE BUILT INTO NOCATEE COMMUNITIES.



Public Hearing  
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Name: DK Glass

Organization: \_\_\_\_\_

Address: 10011 SWYNNERS DR E

City: FL State: FL Zip: 32082

Telephone: 239-979-4040 E-mail: ARTWELD@MCI.COM

Circle one:  Home Owner  Business Owner  Other

Comments: Need lights at all intersec  
over



Public Hearing  
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Name: TERRY Russell  
 Organization: \_\_\_\_\_  
 Address: 120 Willow Pond Lane  
 City: PVB State: FL Zip: 32082  
 Telephone: 285 2666 E-mail: russ11terry@aol.com  
 Circle one:  Home Owner  Business Owner  Other

Comments: Seems this traffic study is already out of date as its 17 months old + traffic has doubled in the last 9 months.

- Why hasn't a no cell phone law been put in place as 50% accidents are caused by cell phone use.

- Put a toll at Palm Valley Bridge to raise funding for worst intersections

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- extend San Pablo Rd or Hodges to cross over to Nocatee

We want to keep Ponte Vedra Beach special vs the rest of Florida  
AREA



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Teri Blake

Organization: \_\_\_\_\_

Address: 249 Seamist Court

City: Ponte Vedra Beach State: FL Zip: 32082

Telephone: \_\_\_\_\_ E-mail: teri.blake59@gmail.com

Circle one:  Home Owner  Business Owner  Other

Comments: I want PVB to maintain its  
unique beauty and not be turned  
into any other heavily trafficed place.  
Bigger, expanded roadways create s  
bigger, expanded communities. We will

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only create more congested areas!  
Keep PVB as it is, simple beauty.





Public Hearing

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Name: MARY WEST

Organization: REALTOR

Address: 110 CUELLO CT UNIT 201

City: Ponte Vedra State: FL Zip: 32082

Telephone: 904-477-9978 E-mail: mwestbetterisbest@gmail.com

Circle one:  Home Owner  Business Owner  Other

Comments: A road needs to be constructed between location of JTB-(202)- The traffic has to go all the way around. It will be dangerous to families, babies, walkers etc - The people deserve to VOTE

Thank you EW 635



Public Hearing

Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Kathy Buttner

Organization: Retired teacher

Address: 1128 Salt Creek Dr

City: PVB State: FL Zip: 32082

Telephone: 904 280 2135 E-mail: twoblackdogs2003@yahoo.com

Circle one:  Home Owner  Business Owner  Other

Comments: Will construction take place between midnight & 5AM using flood lights to prevent worsening traffic conditions. I will you consider using staggered traffic lights that change directions based on traffic flow.

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Also consider toll charge for Nocatee traffic entering.



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Name: FARHANA HASAN  
 Organization: \_\_\_\_\_  
 Address: 504 HONEY LOUST LANE  
 City: PONTE VEDRA BCH State: FL Zip: 32082  
 Telephone: 904 716 6662 E-mail: fmhasan@comcast.net  
 Circle one:  Home Owner  Business Owner  Other

Comments: Residents of Ponte Vedra Beach have issues related to Nocatee Residents cutting through.

- 1.) Need a Toll for non-residents
- 2.) Need a Road that connects JTB to Nocatee West of the intercoastal waterway through 'Davis Land'

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- 3.) Roundabout<sup>(Mickler)</sup> should have 637 7 lanes for better flow





Public Hearing

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Name: Jim Anderson

Organization: \_\_\_\_\_

Address: 182 Water Oak Dr

City: Ponte Vedra State: FL Zip: 32082

Telephone: 757 277 2621 E-mail: JimAnderson.1985@gmail.com

Circle one:            Home Owner            Business Owner            Other

Comments: Are/should new developments be charged for traffic impact?

- Concentrate on the new corridor
- Start safety projects now bike paths
- Identify where traffic is coming from

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Public Hearing

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Name: LINDA SPOSITO

Organization: HOMEOWNER PLANTATION OAKS

Address: 540 HONEY LOCUST LA.

City: PVB State: FL Zip: 32082

Telephone: 904-543-9054 E-mail: \_\_\_\_\_

Circle one:  Home Owner  Business Owner  Other

Comments: WE NEED TO KEEP THE TRAFFIC CIRCLE @ MICKLER & 210 BUT ADD A TURNING LANE TOWARDS NOCATEE COMING FROM THE NORTH (210) AND ONE TURNING LANE GOING TOWARDS MICKLER. ALSO MIGHT CONSIDER MAKING NOCATEE BRIDGE A TOLL

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ROAD TO PEOPLE WHO DO NOT LIVE IN THE AREA



Public Hearing  
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Name: Mario Dipola, P.E.  
 Organization: \_\_\_\_\_  
 Address: 290 Odams Mill Blvd.  
 City: DVB State: FL Zip: 32092  
 Telephone: 407-729-7012 E-mail: usermr4379@gmail.com  
 Circle one:  Home Owner       Business Owner       Other

Comments: I do not agree with 6-lane widening! The roundabout at Palm Valley and Mickler's can be widened, but it MUST remain! Look into a bypass/slip lane if you need to. The traffic is NOT failing there; I drive it at peak hour DAILY. Also, consider other intersections rather than signal improvements (turn to roundabouts, PLUTS, SCUTs, etc). I agree w/ sidewalk. Make it wide It CAN!

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Also, let speakers on stage so we can see them.  
 Turn up the volume so we can hear them.

( > 5' standard → 8'!).



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Fabian Federico  
 Organization: Sawgrass  
 Address: 274 Deer Run Dr S.  
 City: PVB State: FL Zip: 32082  
 Telephone: 904-699-3288 E-mail: ffederico@comcast  
 Circle one:            Home Owner            Business Owner            Other

Comments: Support the project & would like to  
see intersection improvements move forward.  
Also believe a traffic light should be at the  
Sawgrass South entrance.



Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: FRANK Adams

Organization: PLANTATION RESIDENT

Address: 125 GOVERNORS RD.

City: PVB State: FL. Zip: 32082

Telephone: 904-285-2193 E-mail: \_\_\_\_\_

Circle one:  Home Owner  Business Owner  Other

Comments: Make the intercoastal Bridge a toll bridge  
We need an alternative Highway thru Nocatee





Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Cynthia & Chris Carson

Organization: \_\_\_\_\_

Address: 2301 GreenSide Court

City: PVR State: FL Zip: 32082

Telephone: 904-373-0909 E-mail: c.carson@comcast.net

Circle one:  Home Owner  Business Owner  Other

Comments: We strenuously object to the road widening from 4 to 6 and 2 to 4 lanes. It will dramatically harm the appearance of the area. Moreover it will do nothing to solve the problem. This has been shown in Los Angeles, Denver, Atlanta & other places, due to the principle of induced demand, the volume of traffic increases

commensurate with the added capacity, so traffic gets even worse. If you build it, they will come. Smart traffic lights & some additional turn lanes might help.



Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Janet PRICE

Organization: Bermuda Court Homeowners HOA inside TPC Subways

Address: 104 Bermuda Ct

City: PVB State: FL Zip: 32082

Telephone: 904 571 5690 E-mail: Janet price 55@att.com

Circle one: Home Owner Business Owner Other

Comments: Need illegal U-Turn sign at AIA + P.V. Lakes Blvd

Good job. Thankyou.

THANKYOU FOR all your time devoted to this project, volunteering is so

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often not appreciated. Thankyou Very Much

Janet Price  
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Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

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Name: DONNA GAFF

Organization: HOMEOwner - PLANTATION AT PONTE VEDRA

Address: 116 PLANTATION CIRCLE SOUTH

City: PONTE VEDRA BEACH State: FL Zip: 32082

Telephone: (904) 285-0181 E-mail: \_\_\_\_\_

Circle one:  Home Owner       Business Owner       Other

Comments: THE ANSWER TO A LOT OF THE TRAFFIC PROBLEMS WOULD BE AN EXPRESSWAY FROM THE ACCATEE CAISEWAY TO BUTLER BLVD.



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Mrs. SUE MARY

Organization: Plantation, Fla Ponte Vedra

Address: \_\_\_\_\_

City: P.V.B. State: FL Zip: 32082

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Circle one:  Home Owner  Business Owner  Other

Comments: They not get the developers of Nocato to  
cut in the prescribed roads to Butler Blvd. where  
it should be anyway a/b.



Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: FRED PORTER

Organization: RETIRED ENGINEER

Address: 444 LA RESERVE CIR

City: PV State: FL Zip: 32082

Telephone: 904 688 5408 E-mail: FREDPORTER@GMAIL.COM

Circle one:  Home Owner  Business Owner  Other

Comments: THERE MUST BE A WAY TO ADDRESS THE PROBLEM OF EXITING NOCATEE THRU AIA AS THE ONLY VIABLE WAY TO JTB. MAKING AIA MORE CONVENIENT FOR NOCATEE IS NOT IN PV/PV BEST INTEREST.



Public Hearing

Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Rosanne Lotocki

Organization: \_\_\_\_\_

Address: 112 MARSH REED LANE - MARSH L

City: Ponte Vedra State: FL Zip: 32082

Telephone: 408 E-mail: rlotocki@gmail.com

Circle one:  Home Owner  Business Owner  Other

Comments: Something HAS to Be Done NOW  
whether its adjusting Lites, changing  
traffic Patterns etc. If it takes  
years before traffic is helped I feel  
like we should move! / Very Stressful Driving!!!

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Public Hearing  
Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Robert Schick

Organization: \_\_\_\_\_

Address: 112 Patrick Mill Circle

City: Ponte Vedra Beach State: FL Zip: 32082

Telephone: 904 304 9540 E-mail: \_\_\_\_\_

Circle one:  Home Owner  Business Owner  Other

Comments: Study is not complete - I do not agree  
with recommended designs.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: BLAKE STICHTER

Organization: \_\_\_\_\_

Address: 500 S. HARBOR LIGHTS DR

City: PONTE VEDRA State: FL Zip: 32081

Telephone: (904) 382-8191 E-mail: BLSTICHTER@AOL.COM

Circle one:  Home Owner       Business Owner       Other

Comments: CHANGING ROUNDABOUT TO SIGNAL INTERSECTION WILL CREATE MORE CONGESTION. SIX LANING OF AIA SHOULD HAVE BEEN ACCOMPLISHED LONG AGO. GETTING TRAFFIC SIGNALS BETTER COORDINATED ON AIA IS CRITICAL. RED/GREEN TURN ARROWS ARE A DISASTER FOR TRAFFIC FLOW. THESE SHOULD BE ELIMINATED AT MINOR INTERSECTIONS!

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Public Hearing

Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Donna Heffner

Organization: Sawgrass CC

Address: 2634 Lighthouse Cove

City: Ponte Vedra Beach State: FL Zip: 32082

Telephone: 273-2843 E-mail: mandjheff@aol.com

Circle one:  Home Owner  Business Owner  Other

Comments: 1) <sup>\*</sup>Traffic light needed at Fairfield <sup>azulea Pt</sup>/Sawgrass CC South Gate  
2) Right turn lane needed at 210 & A1A going south



Public Hearing

Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Donna Yeaw

Organization: homeowner plantation PVB

Address: 265 Plantation Circle South

City: Ponte Vedra Beach State: FL Zip: 32082

Telephone: 913-727-3964 E-mail: donna.yeaw@aol.com

Circle one:  Home Owner  Business Owner  Other

Comments: Alternatives are needed - JTB to Nocatee!!!  
mickler needs a sound barrier due to close prox. to homes

\* Stop the unrestricted development of new homes...

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\* it will reduce the anticipated traffic increase  
\* It will also take all the construction vehicles off our roads





Public Hearing  
Ponte Vedra/Palm Valley Traffic Study:

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Name: Richard Koren

Organization: \_\_\_\_\_

Address: 510 MORNING-SIDE DR.

City: PVB State: FL Zip: 32082

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Circle one: Home Owner Business Owner Other

Comments: LOWER TRAFFIC

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



Public Hearing  
Ponte Vedra/Palm Valley Traffic Study:

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Name: ELLEN KOLEN

Organization: \_\_\_\_\_

Address: 510 morning side

City: PVR State: FL Zip: 32062

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Circle one:  Home Owner  Business Owner  Other

Comments: Keep Beach traffic

off our streets -

Make DAVIS family fix Hobatee

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NO Orange Park

Road 5



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: SARITA MAY

Organization: \_\_\_\_\_

Address: 2536 Dauphin Rd

City: PVB State: FL Zip: 32082

Telephone: \_\_\_\_\_ E-mail: SARITAMAY@AOL.COM

Circle one:  Home Owner  Business Owner  Other

Comments: ① Appears that Infrastructure Issues have been ignored when approving developments

② The Bypass Area to Solon's need to reduce to 35 mph - This is NOT a Rural Area -

③ Speed patrolling has virtually ceased to exist.

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④ Ask FL Legislators implement a \$1,000 fine for rear ending. Enforce the tailgating law.

④ Publish the "Impact Study" that gives the above points to appropriate development partners -

⑤ Provide patrol the opening in Treaty P/V Primary School, "to enable 'Bearing Spirit' indicating ways" to

re-motivate drivers of their breaking the laws,

⑦ Why did At-jama County NOT implement an east-west highway as Rural City implemented JTB.

In budget is making to JTB to exit the track.

⑧ Take the money collected with CDJCSA fund as

East West Highway - say the bank which should have been done prior to exercise development -



Public Hearing

Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Kent McKee

Organization: SAFE

Address: 2531 DAUPHINE CT W

City: PVB State: FL Zip: 32082

Telephone: 904 285 0112 E-mail: Kent.McKee@ROCKETMAIL.COM

Circle one:  Home Owner  Business Owner  Other

Comments: NOISE MITIGATION BUFFERS (WALLS) MUST BE INCLUDED WITH ANY WIDENING OF AIA BEHIND MY HOME.

MY HOME IS DIRECTLY <sup>BEHIND</sup> AGAINST AIA (L'ATRIUM AREA) PART OF MY BACK BERM IS EFFECTED. THE NOISE FROM →



CURRENT TRAFFIC HAS ~~DOUBLED~~ IF NOT

659

TRIPLED IN THE LAST 5 YRS. MORE LANES

WILL BRING MORE TRUCKS, LOAD CARS & TRUCKS!

LOAD MOTORCYCLES ETC. Please consider my  
and my neighbors' needs regarding NOISE.

~~I HATES  
Ken + McKee~~

My name is Walter Liptak and I reside at 3205 Old Barn Court in Sawgrass CC. I also own property at 609 Surf Villa in Sawgrass. I am resident here since 1987 and have served as Treasurer and President of Surf Villas Condominium Association several times and have served as a Director of Sawgrass Association, Inc, with 1450 resident owners, for 2 terms of 3 years each, and am finishing my term as President. I have two comments, one speaking for Sawgrass Association with regards safety and the other as a private individual with regards the study.

There are two speed limit signs, between Mickler and the South entrance of Sawgrass, on A1A, advertising a limit of 55mph. A half mile after the 55 mph speed limit sign, at the south gate, the limit reduces to 45mph. The distance between Micklers and the South Gate is 2 miles . Thus, cars coming out of Micklers and those coming from it's south traffic light on A1A get two signs to ramp up to 55 mph, and a half mile later, must come down to 45. There is a severe accident waiting to happen at the south gate of Sawgrass. I recommend the 55mph signs referred to earlier be taken down and that a stoplight be erected at A1A and the Sawgrass south gate.

My second comment has to do with the study. I commend the folk putting it together for the significant data they accumulated with regard to congestion at the particular intersections on the study. In the conclusion of the study, a comment is made that the intersectional suggestions will not be adequate for 2040 traffic. And, therefore, the suggestion for widening A1A. Nowhere in the study does it describe the attributes of the traffic condition in 2040. From where does the additional traffic develop? If it is from Nocatee and Palm Valley, trying to get to JTurner, why not consider alternatives which would preclude additional traffic on A1A? If the additional traffic is from developers

building in every nook and cranny of St Johns, then perhaps some consideration should come from the County with regard to how will this 36 million be funded. Perhaps it is time to increase the road impact fees for development in Ponte Vedra. So, perhaps an addition to the fine study performed to date, could address the sources of additional traffic in the year 2040. Which would then lead to discussions of alternative routes and funding. Thank You.



Public Hearing  
Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: JD Sporns  
 Organization: \_\_\_\_\_  
 Address: 1185 Salt Marsh Circle  
 City: Ponte Vedra Beach State: FL Zip: 32082  
 Telephone: 373-4714 E-mail: SPORNS@COMCAST.NET  
 Circle one:  Home Owner  Business Owner  Other

Comments: Why did you restrict the study to solutions implemented only between Middles and JFH when Noctua represents a significant contributor to the problem. It is like a doctor attempting to cure an ailing patient by restricting the admission to between the knee and toe. The ~~the~~ business is removed, but the patient dies of pancreatic cancer.

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Public Hearing  
Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: David Wedow & Barbara Moore Wedow  
 Organization: Residents  
 Address: 63 Jackson Ave.  
 City: Ponte Vedra Beach State: FL Zip: 32082  
 Telephone: 904-285-6456 E-mail: dwedow@trilinkglobal.com  
 Circle one:  Home Owner  Business Owner  Other

Comments: STOP Building!!!  
Do NOT mess w/ AIA - more Lanes, more Traffic, more accidents, less space for healthy quality life style  
Specific Truck Routes East/West streets can not handle (Salara & other old PV Roads)

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5 May 2017

Ms. Denise *BURNWIT*  
North Florida TPO  
980 North Jefferson Street  
Jacksonville Florida 32209

RE: Comments WRT PV/PV Traffic Study

Name: Michael O. Borns, Captain USN (Ret)

Organization: Homeowner, taxpayer

Address: 1185 Salt Marsh Circle, Ponte Vedra Beach FL 32082

*SINCE 1990 (PURCHASED LOT,  
BUILT '91-92)*

Telephone: 904-273-4714

1. I am writing to OPPOSE recommended changes to the PVB area, to include widening A1A in all areas and all intersection changes.
2. The reason I am opposed to this is our county and zoning commission have allowed the mess to occur, without any planning. They permit development through zoning commission and the regular commission without any regard for where everyone is supposed to drive. I have never seen either zoning, <sup>IS DONE</sup> the commission itself or planning staff indicate in a public meeting what each individual house or development will bring to what is already been improved. The pending application for the Oak Bridge Golf Course is another example of where up to 355 homes are trying to be approved, and your organization already says there is no place to put the additional 10 trips a day or 3500 on existing roads. They need to develop comprehensive and reasonable guidelines and stop the development until such time as they can get their own act together.
3. These changes will destroy Ponte Vedra Beach as we know it.
4. As a risk manager I can tell you that more lanes, both on A1A and at intersections will increase accidents between vehicles, pedestrians, golf carts and people on bicycles.
5. Our county government, current and past has lost control of what is going on, and now we are faced with (by the way, it took the citizens to give them a wake up call) the potential to really goof up our area. Notably, it took the citizens to point out to them how they had lost control of the development situation in our county.
6. Please take a look at the alternative route to JTB from Nocatee. I might consider that.

Sincerely,

*Michael O. Borns* Captain USN (Ret.)



Public Hearing  
Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: CAL DAVIS  
Organization: RIVER MARSH  
Address: 137 RIVER MARSH DRIVE  
City: PVB State: FL Zip: 32082  
Telephone: 904-834-3620 E-mail: \_\_\_\_\_  
Circle one:  Home Owner  Business Owner  Other

Comments: I STRONGLY OPPOSE WIDENING ANY OF THE  
ROADS AS IT WILL CHANGE THE NATURE & INTEGRITY  
OF WHAT MAKE PVB WHAT IT IS - A SMALL BEACHSIDE COMMUNITY.  
I AGREE WITH INTERSECTION IMPROVEMENTS, NEW RAMP AT  
PALM V. ROAD & ROSLOE FOR SAFETY ISSUES & SIDEWALK &  
BICYCLE LANES ALONG PALM V. ROAD AS BICYCLE LANES  
AND WIDER ONES ARE NEEDED ON ALL ROADS IN PVB  
AND I'M NOT A CYCLIST.



Public Hearing  
Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: John Patton  
 Organization: \_\_\_\_\_  
 Address: 114 Overlook Drive  
 City: Ponte Vedra Beach State: FL Zip: 32082  
 Telephone: 904-707-9144 E-mail: John@jampatton.com  
 Circle one:  Home Owner  Business Owner  Other

Comments: I can not believe that one of the recommendations is to remove the circle! The rest of the world uses them very well. Almost every engineer recommends them as a better way than a traffic light. We would be going backwards. It can be improved and

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will work with four lanes. Please leave it. I drive through it 10-15 times a week. Maybe once a week get held up and only in a small way.



Public Hearing  
Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Barbara Donnelly  
 Organization: Players Club at Sawgrass  
 Address: 6561 Commodore Dr.  
 City: PVB State: FL Zip: 32083  
 Telephone: 904-273-9812 E-mail: acebunny@comcast.net  
 Circle one:  Home Owner  Business Owner  Other

Comments: Why don't we join forces with a coalition from Nocatee to pressure the Davis family put extra roads for ingress in and out of Nocatee. The traffic fault lies with lack of ingress-egress from Nocatee. I think they would all benefit to shortening their commutes.

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*lets join forces to solve this problem - what will they do with 35,000 more homes*



Public Hearing  
 Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017. ?

Name: Debbie McWade

Organization: \_\_\_\_\_

Address: 6008 BRIDGEWATER Cir / SAWGRASS PLAYERS CLUB

City: Ponte Vedra Beach State: FL Zip: 32082

Telephone: 904-543-7751 E-mail: mcwade6008@bellsouth.net

Circle one:  Home Owner  Business Owner  Other

Comments: See attached

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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I greatly appreciate the opportunity to see the proposed traffic study first hand. The meeting was very well organized.

Having said that, I must state that I am completely against the widening of A1A. I feel the traffic study was incomplete. A road from Nocatee to Hodges to JTB seems to be the most prudent approach. Ponte Vedra Beach should not be destroyed/penalized to accommodate Nocatee. I find it a bit distressing that no one had the foresight to see the impact Nocatee would have on Ponte Vedra Beach. While eventually Nocatee is to be its' own city, developers are busy focusing on building/selling homes. Perhaps eventually, amenities will catch up to accommodate their residents. But of course, that won't happen for years not while there is money to be made.

I urge the CTF and NFTPO to please reconsider the destruction of A1A and the beautiful Ponte Vedra Beach community.

Please find another solution.

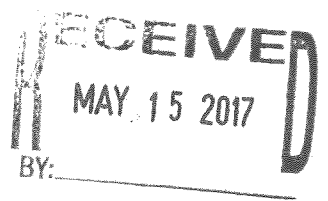


Gregory A. Anderson, Esquire  
Board Certified Civil Trial Attorney  
Board Certified Business Litigation Attorney  
gaanderson@asglaw.com  
Please respond to Ponte Vedra Beach Office

May 10<sup>th</sup>, 2017

Via US Mail  
North Florida Transportation Planning Organization  
Denise Bunnewith  
Planning Director  
980 North Jefferson Street  
Jacksonville, FL 32209

Re: Plan to Expand Roadways in Ponte Vedra



Ms. Bunnewith:

I have been a resident of St John's County for over fifty years and live at 51 South Roscoe Boulevard, Palm Valley, Ponte Vedra. I attended the meeting on Tuesday, April 24<sup>th</sup>, 2017 regarding the proposed expansion of roads in Ponte Vedra to accommodate greater traffic. I was impressed by the turn out of my neighbors and fellow residents.

The problem, not to put too fine a point on it, is not inadequate roadways, it is the use of Ponte Vedra as a thoroughfare for people who do not live here.

Roscoe Boulevard, where I live, has become the shortcut for Nocatee to get to the Southside. The traffic flow from 8:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. is astounding.

I note that there are no present plans to widen or expand Roscoe Boulevard. I wholeheartedly agree with this. However, I note that access to Roscoe Boulevard off of the Palm Valley Bridge is going to be upgraded with a new, widened and obviously more appealing motorist's ramp to spill them off of the Palm Valley Bridge and directly onto Roscoe Boulevard.

Pardon me for being cynical but I would guess if I investigated further that the traffic flows on Roscoe, while significantly increased, are not quite yet to the point where widening the road can be justified to those that live along it. A cynical person would deduce that whomever is making these plans has decided that the best way to ensure that Roscoe turns into a four lane boulevard and artery for Nocatee is to increase the traffic flow by making it easier to get on to Roscoe Boulevard at either end. Since not much can be done about Solano Road, and since the

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4400 Marsh Landing Boulevard, Suite 4, Ponte Vedra Beach, Florida 32082  
904.273.4734 telephone  
904.273.4712 fax

South Florida Office  
2650 N. Military Trail, Suite 430, Boca Raton, Florida 33431  
561.893.9192 telephone  
561.893.9194 fax

people this plan seeks to accommodate are in Nocatee, widening the entrance would appear to be the sneakiest solution, at least as to those living along it.

I can tell you for a certainty that the residents along Roscoe Boulevard consider it to be a residential street where children, pedestrians, cyclists and pets are and should be welcome. There is no sidewalk so people are forced to ride their bikes and walk along the road. The truck and car traffic along it makes it a certainty that someone is going to be injured or killed at some point as traffic flow increases. I have already had a close call with my pet.

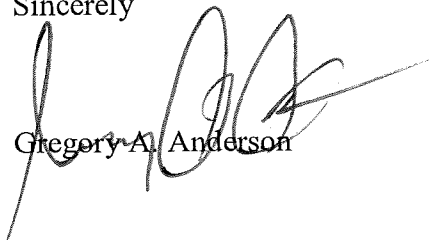
Another problem is that though the speed limit is set at 35 MPH, (and from my admittedly informal study my neighbors tend to adhere to it), the contractors and commuters travel at no less than 50 MPH. There are no stop lights for almost 5 miles and people get up to significant speed on their way to and from work or other destinations.

Speaking for myself and I believe the majority of my neighbors, we do not favor an expansion of the ramp on to Roscoe Boulevard and implore you to find different ways of routing traffic so that this two lane, relatively narrow road does not fundamentally change Palm Valley. If you want to help us, find a way to put in a sidewalk or bike path.

It also goes without saying that Roscoe Boulevard has a number of residents that are well-equipped financially and politically to take action on this matter, if our needs are ignored.

I appreciate the opportunity to speak on this and welcome a discussion.

Sincerely



Gregory A. Anderson



Public Hearing  
Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Karen Benoit  
 Organization: \_\_\_\_\_  
 Address: 134 Muirfield Dr.  
 City: PVB State: FL Zip: 32082  
 Telephone: 904 543 0048 E-mail: \_\_\_\_\_  
 Circle one:  Home Owner  Business Owner  Other

Comments: New road (N-S) needs to be  
constructed by Davis family/corporation.  
Expanding 210 + AIA is more risk for  
accidents & pollution and changes PVB to  
a negative way.

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Public Hearing  
Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: ARMAND R. BEUDIT  
 Organization: \_\_\_\_\_  
 Address: 134 MUIR FIELD DR.  
 City: PONTE VEDRA BAY State: FL Zip: 32082  
 Telephone: 904-543-0048 E-mail: \_\_\_\_\_  
 Circle one:  Home Owner  Business Owner  Other

Comments: I am not in favor of 6 + 4 lanes.  
It will ruin Ponte Vedra Beach. Build a highway  
from Nausette to Butler Blvd (before the bridge)  
The Nausette Developers should have been made

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to do this.



Public Hearing  
Ponte Vedra/Palm Valley Traffic Study :

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: DEBORAH RESSLER  
 Organization: \_\_\_\_\_  
 Address: 176 CROSSROAD LAKES DR.  
 City: Ponte Vedra Bch State: FL Zip: 32082  
 Telephone: 716-907-6666 E-mail: debressler66@gmail.com  
 Circle one:  Home Owner  Business Owner  Other

Comments: Nocatee is what is creating the traffic problems in PVB. Nocatee needs to acquire the land necessary to build a roadway connecting them to the JTB. Widening our roads would be a dreadful mistake. Leave our roads as they are! Nocatee needs to build a road!

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Public Hearing  
North Florida TPO Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: MARC RESSLER  
 Organization: SEASIDE HOA - BOB  
 Address: 176 CROSSROAD LAKES DR.  
 City: PONTE VEDRA BEACH State: FL Zip: 32082  
 Telephone: 716-910-9000 E-mail: MARCRESSLER@aol.com  
 Circle one:  Home Owner  Business Owner  Other

Comments: BUILDING A ROADWAY CONNECTING NOCATEE TO THE JTB NEAR HODGES IS THE ONLY LOGICAL SOLUTION. THE IDEA OF SUBJECTING PVB RESIDENTS TO YEARS OF CONSTRUCTION TO ULTIMATELY RUIN THE COJINT FEEL OF PONTE VEDRA IS UNACCEPTABLE. NOCATEE IS THE PROBLEM AS RELATED TO THE TRAFFIC SITUATION. DO WHATEVER IS NECESSARY TO ACQUIRE THE LAND NEEDED TO CONNECT NOCATEE TO THE JTB AND THE TRAFFIC PROBLEM WILL DISAPPEAR.

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Public Hearing

North Florida TPO Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Hugh & Sally Nicol

Organization: \_\_\_\_\_

Address: 6011 Bridgewater Circle Ponte Vedra Beach, FL 32082

City: Ponte Vedra Beach State: FL Zip: 32082

Telephone: 904-393-0093 E-mail: SetSailnicol@AOL.com

Circle one:  Home Owner  Business Owner  Other

Comments: Having lived here for 14 years, the increase in traffic, congestion and accidents is a serious concern for our community. This issue needs to be addressed as soon as possible. Thank you - Hugh & Sally Nicol

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Public Hearing

North Florida TPO Ponte Vedra/Palm Valley Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 9, 2017.

Name: Eleanor M. Burns

Organization: \_\_\_\_\_

Address: 125 Bimini Court

City: Ponte Vedra Beach State: FL Zip: 32082

Telephone: 904-395-1936 E-mail: burnseleanor@outlook.com

Circle one:  Home Owner  Business Owner  Other

Comments: Do not replace roundabout on Mickler with traffic light. Roundabout is safer + more convenient. Do not retain merge lane on south bound A1A between March Landing Parkway + Ponte Vedra Lakes Blvd. It is not necessary and that lane should continue on as a regular lane.

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The turn off line to Ponte Vedra Lakes Blvd. is sufficient. There should be a traffic light that stops all traffic at PV Lakes Blvd + A1A. Constant thru traffic on right lane is dangerous for those making left turns onto A1A

**Subject:** traffic  
**From:** JOHN L III WATSON (johnlwatson@bellsouth.net)  
**To:** dbunnewith@northfloridapo.com;  
**Date:** Tuesday, May 2, 2017 11:47 AM

Dear Ms. Bunne and to Whom else it may concern:

We attended the meeting addressing Ponte Vedra traffic problems Tuesday, April 25, 2017. We were most disappointed in the recommendation of the self-appointed committee to make A1A wider as the best solution to our problems. Hopefully, the over-whelming opposition by hundreds of other residents to this suggestion came through loud and clear. Doing such a thing would cause MANY more problems not to mention MANY more accidents, and it would make our lovely community an ugly freeway!

Recognizing that we do need proper and reasonable action, may we return to the drawing board, address the real culprits in this situation, i.e. the developers of Nocatee, others participating in the selfish over-development of our community and the PGA. Perhaps they will see their part in solving our problems by contributing land and money to create alternative roads west of the intercoastal waterway. Please refer to the development plans of the PGA which have been supported by our County Commissioner Jay Morris.

Again, making A1A wider is a dangerous solution.

Respectfully submitted,

John and Dorothy Watson

*P.S. We tried to e-mail this but it  
would not go through.  
Thank you.  
JL Watson*

**From:** [jb](#)  
**To:** [Denise Bunnewith](#); [Jennifer Kennedy](#)  
**Subject:** Ponte Vedra Palm Valley Traffic Study  
**Date:** Thursday, April 20, 2017 10:10:13 AM

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Dear Sir,

It appears to this resident of the Sawmill Lakes community (Ponte Vedra Beach) as though the accommodation of traffic is the primary objective of any planning study, rather than the comfort, convenience and safety of the area residents.

Has it ever occurred to the Planning Commission that unlimited development would lead to an untenable situation of over-crowding with the inevitable, attendant consequences of massive traffic congestion, increasing pollution of air and water resources, crowded classrooms in K-12 schools and a general deterioration of the quality of life?

We cannot expect to develop every acre of available land without "paying the piper".

Sincerely,

Joseph B. Steinman, PhD

641 Timber Pond Drive  
Ponte Vedra Beach 32082-4354

**From:** [Denise Bunnewith](#)  
**To:** [nataliedegator@gmail.com](mailto:nataliedegator@gmail.com)  
**Subject:** Ponte Vedra Palm Valley Traffic Study

---

Dear Natalie,

Thank you for your comments on the draft recommendations for improvements in your community. No funding has been programmed for these improvements. The TPO does not make land use decisions and is not responsible for Nocatee and development in St. Johns County. We did, however, account for all currently anticipated/approved development in the area in the 2040 traffic projections.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
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Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)



**From:** [john tyrrell](#)  
**To:** [Denise Bunnewith](#)  
**Subject:** PVB / A1A expansion  
**Date:** Tuesday, May 02, 2017 10:04:56 PM

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To whom it may concern,

My family and I moved to Ponte Vedra Beach 13 years ago. We have raised our children her and have enjoyed immensely the quality of life this small beach town has provided.

That quality of life has now changed. So much so that we have contemplated moving out of Ponte Vedra Beach.

With hundreds of homes built to the west of the ICW and hundreds more planned, it borders on criminal that this expansion was been approved without adequate infrastructure.

The proposed removal of the 210 traffic circle and widening of A1A serves only two groups. One, the neighbors to the west of the ICW who do not live in PVB and Two, the PGA Tour.

My position has NOTHING to do with progress, growth or economic development. I'm pro all of those things. In this situation all involved must be really honest about what's happening. This small town simply does not have the space to accommodate the vision of a small group who stand to benefit.

Widening A1A will only make our small town MORE accessible to MORE traffic.

These moves will end Ponte Vedra Beach. In many ways, the end has already started. Try to go to Publix on a Friday or Saturday evening. Try to find parking in the "new" Sawgrass Village. Try sitting on A1A between JTB and Solona road at 4:30. Try to get your kids to activities at the BEACH after school.

I urge all involved to stop and think about what this small town will look like five years from now with triple the cars and no parking.

Thank you for your consideration.

John Tyrrell

Sent from my iPhone

**From:** [enr05@aol.com](mailto:enr05@aol.com)  
**To:** [Denise Bunnewith; bccd4@sjcfl.us](mailto:Denise.Bunnewith@sjcfl.us)  
**Subject:** PVB Road Expansion  
**Date:** Friday, April 28, 2017 9:57:23 AM

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Please take into consideration that we (PVB) are being treated as a BYPASS.  
We MUST see solutions that will lesson unnecessary traffic in what is primarily a residential community!!  
Creating more roads is only going to encourage additional traffic.  
We are a beach town, not a highway!

**From:** [Denise Bunnewith](#)  
**To:** [Barbara Roberts](#)  
**Subject:** RE: A1A proposal

---

Dear Ms. Roberts,

Thank you for commenting. No funding is programmed for the widening of SR A1A. It was only a study.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Barbara Roberts [<mailto:barbiekroberts@gmail.com>]  
Sent: Monday, May 01, 2017 11:02 AM  
To: Denise Bunnewith  
Subject: A1A proposal

We are against the widening of A1A in Ponte Vedra. Sincerely, Mike and Barb Roberts 359 San Juan Drive

**From:** [Denise Bunnewith](#)  
**To:** [Beth Bechtle](#)  
**Subject:** RE: A1A

---

Dear Ms. Bechtle,

Thank you for your comment. No funding is programmed for the improvements recommended in the study.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Beth Bechtle [<mailto:bethbechtle@comcast.net>]  
Sent: Monday, May 01, 2017 5:48 PM  
To: Denise Bunnewith  
Subject: A1A

No widening of road. Create exit off of JTB to NOcatee

Sent from my iPad

**From:** [Denise Bunnewith](#)  
**To:** [Belk Ingram](#)  
**Subject:** RE: A1A

---

Thank you for your comment.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Belk Ingram [<mailto:bingram@pvclubrealty.com>]  
Sent: Thursday, May 04, 2017 6:57 AM  
To: Denise Bunnewith  
Subject: A1A

NO to 6 lanes through Ponte Vedra Beach!

Belk Ingram  
102 Overlook Dr.  
Ponte Vedra Beach  
Resident since 1986

Sent from Belk's iPad

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**From:** [Denise Bunnewith](#)  
**To:** [Walter](#)  
**Subject:** RE: A1a

---

Dear Mr. Jewett,

Thank you for taking the time to review the study and comment. No funding is programmed for the recommended improvements. Unfortunately, SR A1A is a state road and the motoring public cannot be prohibited from using it.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
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-----Original Message-----

From: Walter [<mailto:walterjewett@comcast.net>]  
Sent: Monday, May 01, 2017 12:08 PM  
To: Denise Bunnewith  
Cc: Chuck Wodehouse; Hilah Autrey  
Subject: A1a

It is time for some creative thinking about alternative approaches to just moving more and more traffic through Ponte Vedra. More and faster traffic is potentially going to do serious damage to the character of our community and to property values. Do not widen A1A. Do not encourage more nonPV traffic to funnel through here on its way to nonPV destinations. Thank you Walter Jewett

**From:** [Denise Bunnewith](#)  
**To:** [Sherri Lubin](#)  
**Subject:** RE: A1a

---

Thank you for commenting. No funding is programmed for widening A1A or any of the other improvements recommended for your area.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Sherri Lubin [<mailto:sherripv@gmail.com>]  
Sent: Wednesday, May 03, 2017 7:37 AM  
To: Denise Bunnewith  
Subject: A1a

I am against the expansion of A1A  
Sent from my iPhone

**From:** [Denise Bunnewith](#)  
**To:** [Heather Fouts](#)  
**Subject:** RE: Against widening A1A in Ponte Vedra

---

Dear Ms. Fouts,

Thank you for taking the time to review the study and comment. This is only a study and no funding is programmed for the recommended improvements.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Heather Fouts [<mailto:heatherfouts@icloud.com>]  
Sent: Monday, May 01, 2017 7:44 PM  
To: Denise Bunnewith  
Subject: Against widening A1A in Ponte Vedra

To Whom it May Concern,

I am a 17 year resident of Ponte Vedra Beach and am very concerned about the recent proposals to widen A1A to a six lane highway. I think this would destroy the beauty and character of our community. I am aware that traffic on A1A has increased dramatically in the past few years but urge the county to come up with another solution to this problem, which largely seems to have begun with the building of Nocatee. I believe that the more we widen A1A the worse the congestion will be as more drivers seek to use this north-south route. Nocatee has crowded our PVB roads and schools. We need a solution that directs traffic away from A1A not one that invites more traffic to it.

Sincerely,  
Heather Fouts  
Marsh Landing resident

Sent from my iPhone



**From:** [Denise Bunnewith](#)  
**To:** [Leslie Polsen](#)  
**Subject:** RE: Comments for Florida TPO

---

Dear Ms. Polsen,

Thank you for taking the time to review both the North Ponte Vedra Traffic Study and the Ponte Vedra Palm Valley Traffic Studies.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** Leslie Polsen [mailto:[lpolsen@watsonrealtycorp.com](mailto:lpolsen@watsonrealtycorp.com)]  
**Sent:** Thursday, April 27, 2017 12:09 PM  
**To:** Marci Larson  
**Cc:** [pnguyen@sjcfl.us](mailto:pnguyen@sjcfl.us); Denise Bunnewith  
**Subject:** Comments for Florida TPO

Name: Leslie & Gary Polsen  
Address; 100 Players Club Villas Road  
City: Ponte Vedra Beach, FL 32082  
Phone: 904-285-7752  
E mail: [lpolsen@gmail.com](mailto:lpolsen@gmail.com) & [wgarypolsen@gmail.com](mailto:wgarypolsen@gmail.com)  
HOME OWNERS

Solution to the Traffic intersection at Solano Road and A1A

Currently on the plat maps exists an extension of South Beach Parkway ALL THE WAY to Solano Road. If this road were to be constructed, with a ROUND-ABOUT at the juncture on Solano, (not a light!) the north-south traffic heading to and from Marsh Landing, Sawgrass Players Club and Roscoe Road would be significantly bled off from the A1A/Solano lighted intersection.

\*\*Additional benefits include another north-south emergency evacuation route and less traffic in general on the northern section of A1A to the Duval county line.

Solution to A1A traffic

In addition to the relief provided by the above solution, a north-south highway MUST be constructed connecting Butler Blvd and Nocatee Parkway. The most logical place for the Butler connection is at Hodges and/or Kernan. The additional traffic load on A1A is coming from The Town of Nocatee. Nocatee is a TOWN, not a village, hamlet or subdivision community. This town has a projected residential density of 12,000+ homes, 1,000,000 sq feet of retail, 4,000,000 sq ft of office space and nine public schools. Currently, The town of Nocatee is not even half finished. Inadequate transportation planning to accommodate the existing residents has already created an un-do burden on the barrier island communities of Ponte Vedra Beach and Palm Valley. A north-south highway through the Town of Nocatee must be the immediate and obvious priority.

\*\*Additional benefits: the condemnation of UNDEVELOPED land to be used for the connection highway would be less of a financial burden (and more politically acceptable) than the condemnation of the DEVELOPED land existing now along A1A from Butler Blvd to Mickler Landing. A north-south highway from Nocatee Parkway to Butler Blvd will also provide a much needed emergency evacuation route for the residents of the Town of Nocatee.

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**From:** [Denise Bunnewith](#)  
**To:** [Gerry Kelly](#)  
**Subject:** RE: development of A1A

---

Dear Ms. Kelly,

Thank you for taking the time to review the study and comment. As noted in the study, no funding is programmed for the recommended improvements.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
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[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Gerry Kelly [<mailto:gerrykelly@att.net>]  
Sent: Monday, May 01, 2017 12:55 PM  
To: Denise Bunnewith  
Subject: development of A1A

I have been a resident of Ponte Vedra Beach for 31 years, and am writing to express my grave concerns about the expansion of A1A. If that is done we will have just another highway similar to Beach Blvd and Atlantic Blvd. And that is so far from the spirit of what Ponte Vedra is and should continue to be. Yes, many new residents have moved to Ponte Vedra, and of course, traffic has increased. But the latest increases that have caused problems have come from building Nocatee, along with its quick development. So please do not solve Nocatee's problems by ruining Ponte Vedra. And if you change A1A that is exactly what will happen. Fix the problems where they exist—Nocatee.

Geraldine Kelly  
20 Loggerhead Lane  
Ponte Vedra Beach, FL  
32082

[gerrykelly@att.net](mailto:gerrykelly@att.net)

**From:** [Denise Bunnewith](#)  
**To:** [Lora7](#)  
**Subject:** RE: Expansion of roads in PVB & Traffic Lights  
**Attachments:** [~WRD000.jpg](#)

---

Dear Mr. and Mrs. Vinnik,

Thank you for sharing your concerns.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** Lora7 [mailto:[lora7@comcast.net](mailto:lora7@comcast.net)]  
**Sent:** Wednesday, May 03, 2017 10:06 AM  
**To:** Denise Bunnewith  
**Subject:** Expansion of roads in PVB & Traffic Lights

Ms. Denise Bunnewith, Planning Director  
North Florida TPO  
980 North Jefferson Street  
Jacksonville, FL 32209

Re: Expansion of roads in Ponte Vedra Beach  
Traffic Lights on AIA outside of Fairfield Community

Dear Ms. Bunnewith:

Please consider alternatives to expansion of roadways in our very small community of Ponte Vedra Beach. Expansion of existing roadways only encourages use by neighborhoods adjacent to our "village". As there is very little open land left for development in PV, we believe that the Nocatee development is in large part responsible for this increase in traffic. Minor alterations in our existing roadways can relieve this but expansion will only exacerbate this problem. As Nocatee is only 25% built out, the future is grim if TPO continues down this path.

Nocatee should have never been approved without consideration of access. What's wrong with extending roadways between Nocatee Parkway and J. Turner Butler to relieve traffic congestion vs. ruining our community? Remember that the land for Nocatee came from the people who own the land over which these roadway extensions would traverse.

Furthermore, it is imperative for the need of traffic lights outside of Fairfield Community on

AIA to avoid any further tragedies that have happened in the past. It is currently impossible to get across the lanes now and can't imagine the problems it will cause if there were to be an increase in lanes.

We implore you to research alternatives to what would virtually destroy the lifestyle we've all come to love. It is no small thing that Ponte Vedra provides a very large share of tax revenue to St. Johns County.

Please take this into consideration and hear the voice of a tax payer (and many more) who is extremely concerned for the safety and quality life of this great community.

Thank you.

Sincerely,  
Lora and Daniel Vinnik  
Fairfield Community  
104 Bay Hill Court  
Ponte Vedra Beach, FL 32082



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)

**From:** [Denise Bunnewith](#)  
**To:** [Powell, Patricia](#)  
**Subject:** RE: NO WIDENING A1A

---

Dear Ms. Powell,

Your concerns have been noted.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Powell, Patricia [<mailto:n00811728@ospreys.unf.edu>]  
Sent: Tuesday, May 02, 2017 6:24 PM  
To: Denise Bunnewith  
Subject: NO WIDENING A1A

Hello Denise,

Please take into consideration my position not to widen A1A. I have lived in Jackie for 24 years, my husband is a 3rd generation Insurance company owner.

We have experienced terrible increase of Noise Pollution as our back yard faces A1A & the golf course. We Love this safe preserved lifestyle amongst the Jewel of Jacksonville; Ponte. Vedra. Please don't increase commercialism & traffic.

Develop another road on the other side on the intercostal! We vote No 6 Lanes on A1A.

Thank you,  
Patricia Powell

Sent from my iPhone

**From:** [Denise Bunnewith](#)  
**To:** [Beth S Pearce](#)  
**Subject:** RE: Nocatee deserves a "Wonderwood Expressway" of it's own

---

Dear Ms. Pearce,

Thank you for taking the time to review the study and comment. As noted in the study and at the open house, no funding is programmed for the recommended improvements.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
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[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** Beth S Pearce [mailto:[drfootmagic@gmail.com](mailto:drfootmagic@gmail.com)]  
**Sent:** Monday, May 01, 2017 10:38 PM  
**To:** Denise Bunnewith  
**Cc:** [pvbythesea@yahoogroups.com](mailto:pvbythesea@yahoogroups.com)  
**Subject:** Nocatee deserves a "Wonderwood Expressway" of it's own

Denise,  
I have been advised that my opinion counts if I communicate it to directly you.

My letter will echo the stance **against** widening the roads in Ponte Vedra.  
The position that I strongly support is a road built from Nocatee on the west side of the Intracoastal, to JTB as an extension of San Pablo Road. I understand the Davis family who owned and developed the Nocatee land, could/should have planned properly.

I respectfully demand that you vote to save the "Palms of Ponte Vedra".  
Please do not pave our paradise to "put up a parking lot"....  
Sincerely,

Dr Beth Pearce  
PVB resident

**From:** [Denise Bunnewith](#)  
**To:** [nancy.murphy](#)  
**Subject:** RE: Objection to Widening A1A; Support road West of Intercoastal

---

Dear Ms. Murphy,

Thank you for taking the time to review the study. As noted, no funding is programmed for these improvements. The study area for this study did not include west of the Intracoastal waterway, but we will be sure to consider improvements there in the upcoming update of the long range transportation plan.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** nancy murphy [mailto:[nmurphy309@gmail.com](mailto:nmurphy309@gmail.com)]  
**Sent:** Tuesday, May 02, 2017 7:15 AM  
**To:** Denise Bunnewith  
**Subject:** Objection to Widening A1A; Support road West of Intercoastal

Denise,

Thank you for helping to manage the research and recommendations to alleviate unsafe traffic condition in Ponte Vedra. As 15 year resident in the community, our family wants to facilitate growth while maintaining the attractive, safe environment that drew residents to Ponte Vedra.

My position is:

- **Oppose widening A1A.** A six lane road running in front of an elementary school and community will create a new Beach Blvd. complete with pedestrian and biker accidents.
- **Support building road on West side of A1A** – where the new housing growth is. The untapped space will enable the county to do the job right – design for safety, efficiency – complete with bike lanes and sidewalks.

Due diligence requires our community to assess all options. Let's go back to the drawing board!

Best,



Nancy Murphy  
309 Pablo Road, PVB  
904-742-7462

Sent from [Mail](#) for Windows 10

**From:** [Denise Bunnewith](#)  
**To:** [Mark Antolini](#)  
**Subject:** RE: Ponte Vedra - Palm Valley Traffic Study comment

---

Thank you for sharing your concerns.

*Denise Bunnewith*

Planning Director  
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**From:** Mark Antolini [mailto:[ezioant@aol.com](mailto:ezioant@aol.com)]  
**Sent:** Monday, May 08, 2017 11:15 PM  
**To:** Denise Bunnewith  
**Subject:** Ponte Vedra - Palm Valley Traffic Study comment

Ms Bunnewith please accept the following as our comments on the Ponte Vedra/ Palm Valley Traffic Study.

We attended the the formal presentation at the Ponte Vedra Concert Hall on Tuesday, April 25, 2017 and came away with the following conclusion and comments.

We oppose the road expansion proposed in the traffic study. Ponte Vedra / Palm Valley are small beach communities on a barrier island with a significant number of residential communities, an elementary school and a Church located on A1A within the area of the proposed road expansion. The primary access road "A1A" is a designated scenic roadway. This is not Route 1, Beach Blvd, Atlantic Blvd or Southside Blvd. The beach by nature is a relaxed, scenic atmosphere. Further expansion would destroy that feel and look of this beach community along with jeopardizing the safety of the school children needing to cross a 6 lane highway and the safety of the bicycle community.

We looked at many communities on the east coast of Florida before deciding to make Ponte Vedra Beach our permanent home. For us the primary attraction of Ponte Vedra Beach and the reason we moved our family from Connecticut is the relaxed ambience of the area. We feel this road expansion would not better the traffic flow or guarantee safety, it would more likely result in increased speeds, decreased safety, loss of the beach feel along with loss in our home value. Also, more consideration should be given to the ramifications of future development in the area before it is initiated.

Some other options that could be reviewed in easing the traffic flow on A1A at the location reviewed by the traffic study:

-

- Move the Ponte Vedra / Palm Valley Rawlings Elementary School from it's current location on A1A near the Corona / A1A intersection. Moving the school away from A1A will lessen traffic flow as the school operation hours coincide with some of the busiest traffic flow times on A1A, along with upholding the safety of the school children.

- Create another option/exit from the JTButler expressway for additional access to the Nocatee developments. Providing another access option for Nocatee residents would allow for the avoidance of using A1A as an access route to their homes and will ease the traffic flow on A1A. We love Ponte Vedra Beach the way it is traffic and all. Whenever possible we work around the heavy traffic by leaving earlier for work or if needed moving a bit slower to get through A1A and enjoying the scenery.

Thank you for your time,

Mark and Sharon Antolini  
144 Oceans Edge Drive  
Ponte Vedra Beach, FL 32082  
860-478-1091 (cell)

**From:** [Denise Bunnewith](#)  
**To:** [Stephen Pierce](#)  
**Subject:** RE: Ponte Vedra A1A traffic study

---

Dear Mr. Pierce,

Thank you for your comment. I will share your concerns about over development in your county with your county staff.

*Denise Bunnewith*

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**From:** Stephen Pierce [mailto:[spierce25@gmail.com](mailto:spierce25@gmail.com)]  
**Sent:** Wednesday, May 03, 2017 8:42 PM  
**To:** Denise Bunnewith  
**Subject:** Ponte Vedra A1A traffic study

Hello Denise,

My name is Stephen Pierce and I would like my opinion to be heard regarding the proposed changes to A1A and Palm Valley Road in Ponte Vedra and developments in Ponte Vedra in general. Bottom Line up front is that we in no way should have to suffer by making our peaceful and quaint community into 6 and 4 lane roads because of the OVER DEVELOPMENT that St Johns county has allowed in the city of Ponte Vedra Beach and Nocatee.. I am vehemently opposed to any construction or widening of any roads in Ponte Vedra Beach as this would ONLY benefit the Nocatee community who uses our roads as merely a pass through to get to work in the morning and afternoon. The reason that my family moved to Ponte Vedra 10 years ago from Miami is because Miami has way too much traffic and is significantly over developed. Around 3 years ago I turned to my wife and said that I feel like Ponte Vedra is starting to look more and more like Miami because of Nocatee starting to build out, all the of the Ponte Vedra developments that continue to be approved, and ultimately the associated traffic that results from those two factors. Every day it is looking more and more like Miami and I think we can all agree that NO ONE likes Miami because of the traffic and over development of communities. It is very sad to see all of our wooded areas get cut down just so the planning commission can develop more land and raise more revenue. It is beginning to lose its small, exclusive, resort town feel and is starting to become a traffic and house infested town.

So my recommendations are:

1) Nocatee residents need another way to get to JTB. Something on the West side of the

intercostal would be ideal. We residents of the beach shouldn't suffer for that. I live right on Palm Valley Road and some of my neighbors are putting their houses up for sale because of all these rumors about widening the roads. Housing prices will plummet and quiet enjoyment of our homes will not be possible if you widen the road. I will not allow this to happen and I will fight everyday to see that it does not happen.

2) STOP APPROVING DEVELOPMENTS!!!! Its not always about making money. Keep our community truly special and don't turn it into another Miami, Daytona, or Jax Beach. Besides, I am sure that most Ponte Vedra Beach residents do NOT want any more development to happen. We ask that the county planning and development team listen to us as after all, that team is elected and paid for by the citizens so we should have the final as to how our community should look.

Please call me if you have any questions for me.

Thank You for your time!

Stephen Pierce  
423-341-3227  
232 Woody Creek Drive  
Ponte Vedra Beach

**From:** [Denise Bunnewith](#)  
**To:** [Fran Coraggio](#)  
**Subject:** RE: Ponte Vedra Meeting  
**Attachments:** [image001.jpg](#)  
[image002.jpg](#)

---

Dear Ms. Coraggio,

Thank you for your kind words and your comments. We will give them full consideration.

*Denise Bunnewith*

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**From:** Fran Coraggio [mailto:[francoraggio43@gmail.com](mailto:francoraggio43@gmail.com)]  
**Sent:** Thursday, April 27, 2017 4:08 PM  
**To:** Denise Bunnewith  
**Subject:** Ponte Vedra Meeting

Thank you all for the very informative meeting In Ponte Vedra this past Tuesday.

I am a 23 year resident of Seawalk (east of Summerhhouse) that has seen many changes in our area. I'm sure I speak for many that attended and was grateful for a factual and Non-political presentation. It was obvious that he PV residents do not want 6 lanes of traffic on A1A at any time regardless of the potential traffic jams. This is basically a residential area and has only enough commercial property to service the local shoppers ala Publix and winn Dixie. We want to retain the look as it is today.

Unfortunately the local FAKE news gave a different picture stating that the TPO was making suggestions which the residents rejected. This is after your speaker said more than once that it was facts resulted from analysis of the situation with potential options. I did not feel that the TPO was trying to sell us any plan.

I believe the best solution to the exploding traffic is to have a North/South 4 lane road just west of the Intracoastal Waterway. I believe that the additional population in Nocatee is the main reason for our traffic increase in that most of PV is built out with the exception of the areas around Rt 210.

To sum up my wishes:

No additional lanes on A1A

Yes - consistent 45 mph on A1A

Yes - add timed stop lights to A1A.

Yes - I like the idea of Greenway for cycling and walking. extra wide sidewalks away from traffic.

Improved connection at Roscoe and Mickler.

Remove Uturn spots except of at stoplights. (Very Dangerous)

North/south Road - Nocatee.

Retain the circle at Publix , but add side roads just prior to entering the circle that allow non stop traffic for those looking to travel only 1/4 around the circle.

Thank You for your Work



Virus-free. [www.avg.com](http://www.avg.com)



**From:** [Denise Bunnewith](#)  
**To:** [Miguel Coles](#)  
**Subject:** RE: Ponte Vedra Palm Valley Study

---

Dear Mr. Coles,

Thank you for taking the time to review the study and comment. As noted in the study, no funding is programmed for the recommended improvements. Traffic generated by Nocatee was addressed in the study, but no improvements west of the Intracoastal Waterway were recommended. We will consider improvements there in the upcoming long range transportation plan update.

*Denise Bunnewith*

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---

**From:** Miguel Coles [mailto:[miguel.coles@yahoo.com](mailto:miguel.coles@yahoo.com)]  
**Sent:** Sunday, April 30, 2017 3:57 PM  
**To:** Denise Bunnewith  
**Subject:** Ponte Vedra Palm Valley Study

I don't doubt any of the findings in your study, and I actually like the idea of improving walking and biking sidewalks. However, regarding expanding the roads in Ponte Vedra Beach I am opposed to the proposed changes for several reasons.

I think you need to look at who is causing the traffic; where are they coming from and where are they going. I believe the traffic is mainly caused by Nocatee residents. If that is that is the case that means there is a problem somewhere else and problems should always be fixed at the source not at the downstream effect. Nocatee residents should take the most direct route (not through Ponte Vedra Beach). If they are not taking the direct route is means there is a problem in that route. THAT is what should be widened or whatever other solution you guys can come up with (maybe opening up more roads). I believe A1A traffic is a symptom of the problem and not the problem itself. It is a basic problem solving and process improvement fact that issue sare best fixed at the source.

Secondly this is not a static problem, but a dynamic problem. If you widen A1A and traffic improves, more Nocatee drivers will decide to take the A1A route until so many do that that traffic returns to current levels and there is no benefit to doing so (you cannot assume that the current volume will remain the same). In that scenatio we

spend a lot of money and end up not only with the same traffic but with a further negative effect on Ponte Vedra Beach.

In your analysis I believe you can't separate the Ponte Vedra Beach traffic from the other routes to NOcatee (9B, US 1, i-95, etc.).

Thanks for your work but please focus on solving the problem at the source. Thanks,

Miguel Coles

**From:** [Denise Bunnewith](#)  
**To:** [Vicki Corlazzoli](#)  
**Subject:** RE: Ponte Vedra Palm Valley Study

---

Dear Ms. Corlazzoli,

Thank you for attending the public hearing and sharing your concerns. All of the intersections analyzed are discussed in the draft report on our website [www.northfloridatpo.com](http://www.northfloridatpo.com). Toll roads were not considered in the study. I believe that tolls could be used to discourage non-residents from using roads in the area and from discouraging residents from utilizing hospitals, shopping, airports and other facilities in neighboring communities.

*Denise Bunnewith*

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---

**From:** Vicki Corlazzoli [mailto:[VRC@comcast.net](mailto:VRC@comcast.net)]  
**Sent:** Thursday, May 04, 2017 8:49 PM  
**To:** Denise Bunnewith  
**Subject:** Ponte Vedra Palm Valley Study

Hello,

Attended the meeting you held on the Traffic study conducted. I have the following comments please.

1. Need another North/South corridor from the Nocatee area. Also, maybe US1 could be 6 lanes.
2. Did not see a proposal for the intersection of A1A and Palm Valley CR210. That was the area that prompted the study. The TPC Sawgrass is to add an additional 10,000 car trips per day to that area of A1A.
3. Going forward pedestrian/bicycle/golf cart lanes could be combined.
4. Have toll roads been considered for funding purposes?
5. A1A turn lanes should be extended to accommodate vehicles currently driving off road to make turns (especially from left turn lanes).

Thank you for your time!  
Victoria Corlazzoli

**From:** [Denise Bunnewith](#)  
**To:** [Ann Crawford](#)  
**Subject:** RE: Ponte Vedra Palm Valley Study

---

Dear Ms. Crawford,

Thank you for sharing your concerns.

Denise Bunnewith

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---

**From:** Ann Crawford [mailto:Craw1997@comcast.net]  
**Sent:** Thursday, May 04, 2017 3:44 PM  
**To:** Denise Bunnewith  
**Subject:** Ponte Vedra Palm Valley Study

Regarding the proposal to improve traffic flow in and out of Ponte Vedra Beach area on A1A, I am vehemently opposed to widening A1A to accommodate the increased traffic in our area. I have lived in this community for well over 20 years.

A large amount of traffic has begun to utilize this road as a means of accessing JTB from Nocatee. As your study shows, these improvements will again fail at 2040. You must find another solution, and I am aware those possible solutions are not even being vetted as options.

When the Nocatee community was proposed, a study should have been conducted at that time to identify the long term plan before approval was granted. You cannot plan a community that large without looking to the east. It had to have been known at that time, the implications on our community and upon A1A. **Options other than negatively impacting our community should have been discussed and resolved then.** There are other solutions out there, please find one. Widening will only result in more accidents vs. fewer. If you build it, more drivers will be drawn to the area as this will become the primary means of accessing JTB. That is not what I want for my community.

However, I do support the reconstruction of the intersections noted and request that urgent attention be paid to the on and off ramps at Roscoe and the Intracoastal bridge given the location of our community high school and the number of accidents that continue to occur in this area on a very frequent basis.

Respectfully submitted,  
Ann Crawford

**From:** [Denise Bunnewith](#)  
**To:** [landontaucher](#)  
**Subject:** RE: Ponte Vedra Palm Valley Study

---

Thank you for sharing your concerns.

Denise Bunnewith  
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-----Original Message-----

From: landontaucher [<mailto:landontaucher@gmail.com>]  
Sent: Thursday, April 27, 2017 3:04 PM  
To: Denise Bunnewith  
Subject: Ponte Vedra Palm Valley Study

By adding 4 lanes on each side would result in more acciendance for the people who walk, jog and bike on these road and cross them. I oppose this new traffic idea for the safety of the children who like to ride their bikes to the beach. Cars hardly stop now for them and would be worst with more lanes. Keep Ponte Vedra simple and quiet. Jax beach, Neptune and Atlantic do not have 4 lanes on each side nor should we.

**From:** [Denise Bunnewith](#)  
**To:** [Karen Nickerson](#)  
**Subject:** RE: Ponte Vedra Palm Valley Study

---

Dear Ms. Nickerson,

No funding is programmed for widening AIA. It is only a study with recommended improvements. Thank you for taking the time to comment.

Denise Bunnewith  
Planning Director  
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-----Original Message-----

From: Karen Nickerson [<mailto:nerak@bellsouth.net>]  
Sent: Saturday, April 29, 2017 4:19 PM  
To: Denise Bunnewith  
Subject: Ponte Vedra Palm Valley Study

Having 6 lanes effects our quality of life. Gone will be bicycling and taking the stroller to places close by. Say goodbye to walking or bicycling to the beach, stores or restaurants. Families move here for that life style and it will be taken away.

Karen Nickerson

**From:** [Denise Bunnewith](mailto:dee.schwab@gmail.com)  
**To:** [dee.schwab@gmail.com](mailto:dee.schwab@gmail.com)  
**Subject:** RE: Ponte Vedra Palm Valley Study

---

Dear Ms. Schwab,

Thank you for taking the time to review the study. It was very crowded last night. The presentation made last night is now available on the website. Many of the comments received last night were opposed to any improvements. No funding has been programmed for the recommended improvements. Any changes will have to be championed by the local community.

*Denise Bunnewith*

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---

**From:** [dee.schwab@gmail.com](mailto:dee.schwab@gmail.com) [mailto:[dee.schwab@gmail.com](mailto:dee.schwab@gmail.com)]  
**Sent:** Tuesday, April 25, 2017 4:48 PM  
**To:** Denise Bunnewith  
**Cc:** Peter Schwab; Brian kiel  
**Subject:** Ponte Vedra Palm Valley Study

In lieu of attending tonight's meeting. I decided to quietly look through the proposal, possibly too late for input tonight, but hoping not.

First of all, great job. Lots of work is evident, it is thorough, graphics are great, and is self explainable.

- Changes to the (loved by local citizens) Round About will be disheartening but necessary. I ask personally and probably with a few others that the corners (right of way acquisitions) be landscaped after changing the intersection. Beautification of Ponte Vedra/PalmValley/Ponte Vedra Beach, will call to memory the intersections in Hilton Head, SC, if done properly and maintained. Possibly with the "Adopt the Road" Program that seems to be nothing more than a sign (Bayat Foundation and others) finally showing what they can do. At the intersections that are involved with HOA's, the HOA should be asked to maintain in a fashion that incorporates the changes. Not that much money. Hilton Head had a reputation for being beautiful to drive through.
- - When you add the "Stop Here" request on Dolphin Road, pray that "Southern Hospitality Rules", or you may have to add a camera and ticket. Tried several times to accommodate exiting

vehicles and ended up with a scary situation of the other lane not stopping. There is another intersection where this comes to mind to the north of Dolphin Cove. Same cure would work.

- Second approach to Roscoe Road surely needed. West bound right turns are no fun with Roscoe Vehicles trying to go west on the bridge. There's always push back with Roscoe residents on traffic issues, so that will be expected.

Good luck this evening. I hope a lot of good conversation takes place. I'm sure there will be an update.

In agreement with your conclusions,

Dee Schwab  
Marsh Harbor Resident at 210 Bridge

Sent from [Mail](#) for Windows 10



**From:** [Denise Bunnewith](#)  
**To:** [Michael Iannella](#)  
**Subject:** RE: Ponte Vedra Palm Valley Traffic Study - No to expanding A1A

---

Dear Mr. Iannella,

Thank you for taking the time to review the study. As noted, crashes in the area are of concern. The study provides short and long term recommendations to reduce traffic congestion in the area and was undertaken at the request of concerned residents of the area. No funding is programmed for these improvements.

*Denise Bunnewith*

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---

**From:** Michael Iannella [mailto:[michael.iannella@db.com](mailto:michael.iannella@db.com)]  
**Sent:** Monday, May 01, 2017 6:44 PM  
**To:** Denise Bunnewith  
**Subject:** Ponte Vedra Palm Valley Traffic Study - No to expanding A1A

Denise,

As a home owner in Ponte Vedra Beach, I would be beyond disappointed to see A1A expanded to six lanes. If the county were to consider this, they must understand what the impact would be from the construction of what would basically be a highway directly through a wildlife habitat, wonderful beach community, and many families hometown. The consequences of this would be immeasurable and the entire county would end up suffering from such a reckless action. Although this may be something the PGA wants, I hope you take seriously that the people who actually live and raise families in this town are absolutely against it. As I continue to receive information around this subject, it is apparent that there are much better ways to solve this issue, however it appears that our county is in the pocket of the PGA given it's track record of pushing through the PGA agenda without proper transparency and disclosure. I would hope that before any decision is reached, the people in our town would have an opportunity to voice our concerns. Concerns such as:

- Pedestrian death, increasing the danger of crossing A1A (already a very dangerous road)
- Animal Mortality & Population Declines
- Habitat Fragmentation & Alteration
- Air pollution

- Noise pollution
- Degradation of water quality, bioaccumulation
- Increasing road accidents (where too many already occur)

To often the interests of big businesses are put over the concerns of citizens. In almost every case, the end result is the same; The business benefits without providing any benefit to the area, and it is the towns and counties and their citizens that suffer.

Unfortunately I was not aware of the earlier meeting, however I am happy to discuss at any time.

Regards,

**Michael Iannella**

Deutsche Bank Securities, Inc.

Tel: +1-904-520-5544

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*Disclosure: Personnel who offer deposit products or services, lending products, and/or derivative products for Deutsche Bank AG New York and/or Deutsche Bank Trust Company Americas may act as officers of the Deutsche Bank AG International Administrative Office.*

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**From:** Denise Barrera  
**To:** Kelly Barrera  
**Subject:** RE: Ponte Vedra Palm Valley Traffic Study  
**Attachments:** image007.png

Dear Ms. Barrera,

Thank you for taking the time to review the study. Your comment will be considered.

Denise Barrera  
Planning Director  
North Florida Transportation Planning Organization  
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**From:** Kelly Barrera [mailto:gnkbarr@gmail.com]  
**Sent:** Sunday, April 23, 2017 11:45 AM  
**To:** Denise Barrera  
**Subject:** Fwd: Ponte Vedra Palm Valley Traffic Study

Begin forwarded message:

**From:** Kelly Barrera <gnkbarr@gmail.com>  
**Date:** April 23, 2017 at 11:37:30 AM EDT  
**To:** dbarrera@northfloridatpo.com  
**Subject:** Ponte Vedra Palm Valley Traffic Study

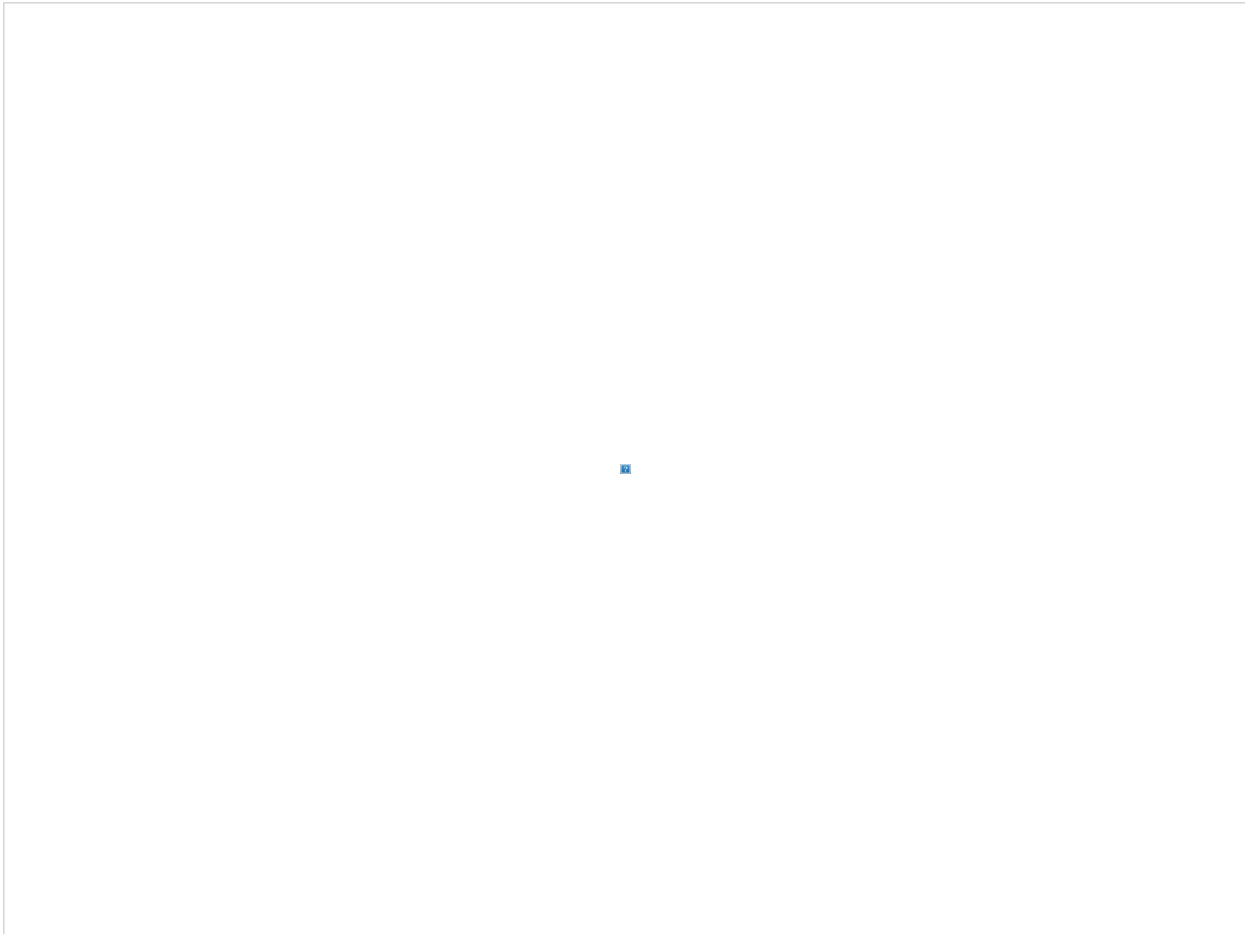
Hello Denise,

I am very concerned about the proposal to widen roads in PV as a way to reduce traffic congestion!  
I do believe that bike paths should be constructed and funding explored due to the high amounts of pedestrian and non-vehicler traffic.

I fully support an alternate access to JTB on the West Side of the Intercoastal and would urge you to prioritize that as a necessary alternative. This would route traffic away from the east side of the intercoastal, reduce further congestion and provide a safer roadway environment.

Sincerely,  
Gil Barrera

And your email addresses on your link are inoperable.



**From:** [Denise Bunnewith](#)  
**To:** [Chris](#)  
**Subject:** RE: Ponte Vedra Palm Valley traffic study

---

Dear Ms. Hunt,

Thank you for taking the time to review the study and attending the meeting. Improvements west of the Intracoastal were outside the scope of this study, but will be considered in the upcoming long range transportation plan update. Your concerns have been noted.

*Denise Bunnewith*

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---

**From:** Chris [<mailto:cthpe@comcast.net>]  
**Sent:** Thursday, May 04, 2017 3:58 PM  
**To:** Denise Bunnewith  
**Subject:** Ponte Vedra Palm Valley traffic study

I have reviewed the report and I attended the meeting on 4/25 at the concert hall and would like to provide the following comments/observations:

- The traffic study appeared to be limited to providing possible solutions to the traffic that is already making its way to A1A/Palm Valley Road from Nocatee rather than addressing ways to divert that traffic along an alternative north-south roadway on the west side of the ICW. It seems that the county defined the scope of the study in order to get the answer that they wanted – which is to widen A1A. Future studies should be better scoped to include looking at ways to divert that traffic.
- Current conditions on A1A are already unsafe because of cars travelling well in excess of the speed limit without any apparent enforcement – I cannot tell you the last time I saw anyone stopped by STJSO for speeding on A1A when it is the norm for cars to do 50 mph++. Why are current speed limits not enforced? Why would we expect to have future speed limits enforced when they are not currently enforced?
- As a resident of PVB, I am opposed to any widening of A1A for the following reasons:
  - Safety issues that will be exacerbated by more cars travelling at higher speeds which will have negative impacts on vehicular traffic, pedestrians and bike riders.
  - Increased noise which is already excessive due to the sirens from increased amounts of emergency vehicles, motorcycles and cars that do not have mufflers and loud truck traffic at all hours of the day and night.

- Environmental impacts from increased exhaust, reduction of green space and increased stormwater runoff
- It is apparent that the St. Johns County Commissioners are enamored with development without regard to the cost and impact to the current community. The amount of development that is occurring without regard to traffic impacts and environmental impacts is truly astonishing and suggests that our county government is more interested in tax dollars than maintaining the aspects of the community that attracted long term residents in the first place.
- Replacing the roundabout at Micklers with a traffic light does not make any sense. The roundabout functions much better than a signalized intersection would.
- Widening A1A to 6 lanes will have a negative impact on existing home values – why should PVB residents see reduced property values because the county commissioners did not properly plan for the increase in development west of the ICW that they have fostered and profited from....
- Widening A1A will increase traffic in the long run – the easier it is to drive through PVB on 6 lane roads, the more drivers will choose that route. On the alternative, if the current speed limits were reduced **and enforced**, fewer drivers would choose to drive from Nocatee to JTB along A1A.
- The existing north – south roadways (I295 and Route 1) – should be the roadways that are improved and widened and a new north south roadway must be built to accommodate the traffic between Nocatee and JTB. This traffic will only increase as Nocatee is built out over the next 5 to 10 years.

In closing, I would like to understand how PVB and Palm Valley residents can have a true voice in this process. It seems like the plan to widen A1A is a done deal because this is what the county commissioners want.....

Sincerely,

Christine T. Hunt  
Ponte Vedra Beach, FL

**To:** [Kerry Kartsonis](#)  
**Subject:** RE: Ponte Vedra Palm Valley Traffic Study

---

Dear Ms. Kartsonis,

Thank you for taking the time to review the study. No funds are programmed for the improvements recommended in the study. It only shows the improvements needed to accommodate the increase in traffic anticipated between now and 2040. You are right to point out that traffic and congestion comes at a cost. Unfortunately, the cost as you point out is in detriment of quality of life and in loss of life.

*Denise Bunnewith*

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[www.northfloridatpo.com](http://www.northfloridatpo.com)

**From:** Kerry Kartsonis [mailto:kerry.kartsonis@gmail.com]  
**Sent:** Sunday, April 16, 2017 10:53 AM  
**To:** Denise Bunnewith; jekennedy@hntb.com  
**Cc:** Holly Kartsonis; Kerry Kartsonis  
**Subject:** Ponte Vedra Palm Valley Traffic Study

I would like to submit comments on the traffic study. Holly Kartsonis 546 Lake Rd PVB 32082

While the study does have some good recommendations, particularly for intersections, I am appalled at the recommendation to increase A1A to 6-10 lanes.

Instead, it would have been much better for our community to add bike lanes and family friendly intersections to safeguard and assist the existing community in that locale to access our wonderful resources. For example, many children and families utilize these roads and intersections to walk, ride, skateboard and bike in the area and to the beach. The creation of an 8 to 10 lane obstacle course for them to cross A1A is absolutely dangerous! On any weekend, and all through the summer, you will see scores of families dodging the existing traffic to get to the beach with rolling carts, surfboards and beach accoutrements – making A1A wider will make it nearly impossible and possibly deadly.

The additional congestion and noise from more lanes of traffic will also negatively impact the quality of life and home values of the local residents, some of whom have driveways directly onto A1A.

The lovely look of this scenic highway with it's palm trees and grassy medians should be

enhanced – not cemented over so cars can roar by during the day and race by at night. Even further, additional police resources will be required to manage this traffic, representing an additional cost to the community.

Speaking of additional COSTS, the Ponte Vedra community is effectively funding the failure of the Nocatee developers in that Nocatee residents are utilizing A1A in Ponte Vedra to access JTB for jobs, education, shopping -- while in fact those Nocatee residents should have those resources within their own community. It is wrong that the Ponte Vedra community has to pay for the construction of additional lanes to resolve the failure of the Nocatee and other developers in the establishment of the Nocatee and new communities.

Finally, the horrible recommendation to increase A1A to 6 lanes (and up to 10 lanes at some intersections) will only be a temporary fix for traffic flow since Nocatee is only partially built out and local developers are planning even more development and these roads will quickly fill up.

Instead, please put your thinking caps back on and develop other roads for Nocatee and the new communities, such as extending a road west to connect to Hodges at JTB – or better yet, do what was promised and develop jobs and schools in the Nocatee area, so these people don't have to connect with JTB and downtown.

Thank you.  
Holly Kartsonis

**From:** [Denise Bunnewith](#)  
**To:** [Adeline Landeweer](#)  
**Subject:** RE: Ponte Vedra Palm Valley Traffic Study

---

Dear Ms. Landeweer,

Thank you for reviewing the study and sharing your concerns and recommendations.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
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**From:** Adeline Landeweer [mailto:[alandeweer@gmail.com](mailto:alandeweer@gmail.com)]  
**Sent:** Tuesday, May 09, 2017 11:05 AM  
**To:** Denise Bunnewith  
**Subject:** Ponte Vedra Palm Valley Traffic Study

As a resident in Sawgrass Players Club, I am in favor of many of the intersection improvements listed in the study. If there is any opportunity to revise the Solana / A1A intersection to have both left turns go at the same time, I believe the delay could be greatly reduced. As shown in the study, the Palm Valley roundabout fails with the amount of traffic it currently receives which will only get worse, and I believe the proposal for a signalized intersection would be a benefit. Whether or not the roundabout is replaced however, four-laning Palm Valley Road from the Intracoastal to the roundabout allowing both Mickler Road and Palm Valley Road to continue south unimpeded would be a great improvement for the community and alleviate much of the congestion around this area.

With the right-of-way readily available, S.R. A1A should be widened to 4-lanes from Mickler Road north. If A1A is widened to 6-lanes as described in the study, a more logical southern limit would be Palm Valley Road. If A1A is not 6-laned, at a minimum the 3rd southbound shared thru / turn lane from JTB should continue to Marlin Avenue, which can be accomplished with minimal pavement widening. The pavement markings on A1A should also revert back to their condition before the road was recently resurfaced. Many vehicles ignore the 50' striped tapers as installed creating a safety concern, and the longer tapers provide a smoother entry into the turn lanes. I believe improving the offset of each of the left turn lanes would be a great benefit as well; currently it is very difficult to see on-coming traffic because they are blocked by the left turning vehicles on the other side of the intersection.



**From:** [Denise Bunnewith](mailto:Denise.Bunnewith@comcast.net)  
**To:** [JSMueller@comcast.net](mailto:JSMueller@comcast.net)  
**Subject:** RE: Ponte Vedra Palm Valley Traffic Study

---

Dear Mr. and Mrs. Mueller,

Thank you for reviewing the study and sharing your concerns.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
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---

**From:** JSMueller@comcast.net [mailto:JSMueller@comcast.net]  
**Sent:** Tuesday, May 09, 2017 10:24 PM  
**To:** Denise Bunnewith  
**Cc:** Mike Mueller  
**Subject:** Ponte Vedra Palm Valley Traffic Study

Thank you for your recommendations concerning the Ponte Vedra/Palm Valley traffic.

As someone who has lived in Ponte Vedra Beach for almost 25 years and whose home backs up to A1A, I feel the traffic should be diverted as much as possible away from Ponte Vedra Beach area. There should be a road connecting the Nocatee and Davis Park area over to Butler and Hodges.

Why would we want to add more concrete roads in Ponte Vedra Beach thus bring **more** traffic here? The traffic coming down A1A from Mickler and from Butler down A1A to 210 and Mickler Rd. is not coming from the people living in Ponte Vedra Beach. It is coming mostly from the vast developments on Nocatee Parkway trying to get to and from Butler Blvd. Make another road over there so all these people don't have to come through Ponte Vedra Beach!

The noise from this traffic is also immense. If more cars are able to come down a 4 lane expansion on A1A we would have to bear the brunt of all the extra vehicle noise.

A1A is a beautiful, scenic byway road and should be kept that way with all the green space and large trees. We need more green space in Ponte Vedra not less, not added concrete, noise, cars and pollution!

The people of Ponte Vedra Beach here on A1A do NOT want the roads widened! Traffic should and must be diverted by another road over on the west side of the Palm Valley bridge where the vast majority of the population and traffic live.

Property value will go down considerably if A1A and Mickler are widened causing the road to encroach up the berm and close to our yards. We have already had realtors tell us this.

Thank you,

Jennifer and Michael Mueller  
jsmueller@comcast.net

**From:** [Denise Bunnewith](#)  
**To:** [Tammy Lee](#)  
**Subject:** RE: Ponte Vedra Palm Valley Traffic Study

---

Dear Ms. Lee,

Thank you for taking the time to comment. This was only a study with recommendations, no funding has been programmed for the improvements recommended.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
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---

**From:** Tammy Lee [mailto:[tamlee39@yahoo.com](mailto:tamlee39@yahoo.com)]  
**Sent:** Tuesday, May 02, 2017 11:32 AM  
**To:** Denise Bunnewith  
**Subject:** Ponte Vedra Palm Valley Traffic Study

I am writing today to express my opposition to increasing the lanes of A1A just South of JTB

I live in Avalon South and interpret the changes to impact my area in a negative way.

Creating a lane that has a constant "green" light to allow cars to access JTB will impact my neighborhood.

We have increased in size (homes) in the last few years and with "closing" us off from exiting our neighborhood is unfair and unjust.

We currently exit based on the light turning red at Ponte Vedra Lakes Blvd. My removing that light from one lane, we will "never" get out. You are also proposing closing off our Southbound access from the neighborhood. Again this is a negative impact and shuts us off once again.

If you are too "close" anyone off, it should be the business directly across from Ave. C

That business park has another exit off of Ponte Vedra Lakes Blvd and they should be using that solely~

Thank you,

**From:** [Denise Bunnewith](#)  
**To:** [Scott Smith](#)  
**Subject:** RE: Ponte Vedra palm Valley Traffic Study

---

Dear Mr. Smith,

Thank you for taking the time to comment.

Denise Bunnewith

Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
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---

**From:** Scott Smith [mailto:ScottS@sporthaley.com]  
**Sent:** Monday, May 08, 2017 8:14 PM  
**To:** Denise Bunnewith  
**Subject:** FW: Ponte Vedra palm Valley Traffic Study  
**Importance:** High

Hello Denise,

My name is Scott Smith and I have lived in Ponte Vedra for 21 years. Me and my family live in the Summerfield neighborhood, right next to A1A. We along with many other Ponte Vedra residents oppose the plan to widen A1A.

Yes, the traffic has increased along A1A in Ponte Vedra over the years. There are a few factors that have caused this.

- The amount of families that want to move to our “pretty beach town” because of such good public schools. Although many still have their kids go to private schools in Duval county.
- The over-development that St. Johns county has allowed to happen. They should take a page out of Monroe county’s book and slow down the building process. i.e. Key West, you cannot build a home on a vacant lot. They are *preserving* their nice community.
- Nocatee, everyone knows that this has impacted the amount of traffic in Ponte Vedra. Even though the county said it would not have an effect when it was approved.

The traffic is heavy two times a day and mostly at the intersection of Solana Road. We do not need to widen for these two times. Here are my suggestions.

1. Lengthen the green light time going North and South at the Solana intersection from 7:30 to 8:30AM and from 5:00 to 6:00PM.
2. Create a North/South road from Nocatee to Butler. Perhaps 20 mile road.
3. Create longer turn lanes at some of the intersections.

Ponte Vedra residents do not want this beach community to have a road like Beach Blvd or Atlantic Blvd running through it. That is what it will become with the widening project. Making it bigger will bring more traffic, not lessen the travel time or congestion. There are other answers Denise. The widening proposal is not the answer. I hope you truly do what you all said you would do and that is listen to the community.

Thank you,

**Scott Smith**

**From:** [Denise Bunnewith](#)  
**To:** [Laurie Wilbur](#)  
**Subject:** RE: Ponte Vedra Palm Valley Traffic Study

---

Dear Mr. and Mrs. Wilbur,

As noted in the study, no funding is programmed for the recommended improvements. Thank you for sharing your concerns.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
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T 904.306.7510  
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-----Original Message-----

From: Laurie Wilbur [<mailto:larz91@icloud.com>]  
Sent: Sunday, April 30, 2017 3:40 PM  
To: Denise Bunnewith  
Subject: Fwd: Ponte Vedra Palm Valley Traffic Study

>

>

>> With all due respect, the idea of A1A becoming a 6 lane freeway through the heart of Ponte Vedra Beach makes me weep. My husband, a lifelong resident of Ponte Vedra and I, here 27years, have seen Ponte Vedra grow from a beautiful hidden treasure to where we are now. Still beautiful and wonderful but we definitely have a problem. I need to understand where all these cars are going? Has A1A become a racetrack to Nocatee? If so, surely we can redirect those folks to Phillips Hwy as their road into town. Those nice big, wide roads in Nocatee can surely accommodate those folks. I don't have a problem lengthening some turn lanes to help our overgrown neighborhoods but we cannot have our main road be the way Nocatee residents go to work and get home. Please Please do not completely change Ponte Vedra Beach forever

>>

>>

>>

>> Regards,

>>

>> John and Laurie Wilbur

>> 127 South Roscoe Blvd

273-9597

>>

>>

>

**From:** [Denise Bunnewith](#)  
**To:** [Elana Dietz](#)  
**Subject:** RE: Ponte Vedra Road Expansion

---

Dear Ms. Dietz,

Thank you for taking the time to review the study and comment. As noted in the study, no funding is programmed for the recommended improvements.

*Denise Bunnewith*  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
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---

**From:** Elana Dietz [mailto:[elanaedietz@icloud.com](mailto:elanaedietz@icloud.com)]  
**Sent:** Sunday, April 30, 2017 7:02 PM  
**To:** Denise Bunnewith  
**Subject:** Ponte Vedra Road Expansion

Ms. Denise Bunnewith  
Planning Director  
North Florida TPO  
[980 North Jefferson Street](#)  
[Jacksonville, FL 32209](#)

Dear Ms. Bunnewith,

Please consider alternatives to the expansion of our roadways in Ponte Vedra Beach. Expansion of existing roadways only encourages use by neighborhoods adjacent to our area. We believe that the Nocatee development is in large part responsible for present back ups and increased traffic. Their planned expansion will only exacerbate this problem. Can the roadways between Nocatee Parkway and J. Turner Butler be built to relieve congestion and lessen the present backups on Palm Valley, Solana and AIA in Ponte Vedra? We sometimes have to sit on Solana Road through three changes of lights in the morning to get on to AIA north.

We hope you can come up with alternatives to what is already starting to change how we live and travel. Ponte Vedra provides a very large share of tax revenue to St. Johns County and we would hope some kind of accommodation might be made to ease the traffic conditions, present

and future.

Sincerely,  
Elana Dietz

Elana Dietz  
113 Cutter Ct.  
Ponte Vedra Beach, FL 32082  
[Elanaedietz@me.com](mailto:Elanaedietz@me.com)



**From:** [Denise Bunnewith](#)  
**To:** [Elliott Burnside](#)  
**Subject:** RE: Ponte Vedra Roads

---

Dear Mr. Burnside,

Thank you for taking the time to comment. As noted in the study, no funding is programmed for the recommended improvements. The build out of Nocatee and the traffic generated is considered in the 2040 traffic projections.

*Denise Bunnewith*  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** Elliott Burnside [mailto:[EBurnside@dagmail.com](mailto:EBurnside@dagmail.com)]  
**Sent:** Sunday, April 30, 2017 12:53 PM  
**To:** Denise Bunnewith  
**Subject:** Ponte Vedra Roads

Ms. Denise Bunnewith  
Planning Director  
North Florida TPO  
[980 North Jefferson Street](#)  
[Jacksonville, FL 32209](#)

Dear Ms. Bunnewith,

Please consider alternatives to expansion of roadways in our very small community of [Ponte Vedra](#) Beach. Expansion of existing roadways only encourages use by neighborhoods adjacent to our "village". As there is very little open land left for development in PV, we believe that the Nocatee development is in large part responsible for this increase in traffic. Minor alterations in our existing roadways can relieve this but expansion will only exacerbate this problem. As Nocatee is only 25% built out, the future is grim if TPO continues down this path. Nocatee should have never been approved without consideration of access. What's wrong with extending roadways between Nocatee Parkway and J. Turner Butler to relieve traffic congestion vs. ruining our community? Remember that the land for Nocatee came from the people who own the land over which these roadway extensions would traverse.

**From:** [Denise Bunnewith](#)  
**To:** [Elliott Burnside](#)  
**Subject:** RE: Ponte Vedra Roads

---

Dear Mr. Burnside,

Thank you for taking the time to comment. As noted in the study, no funding is programmed for the recommended improvements. The build out of Nocatee and the traffic generated is considered in the 2040 traffic projections.

*Denise Bunnewith*  
Planning Director  
North Florida Transportation Planning Organization  
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Jacksonville, Florida 32209  
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---

**From:** Elliott Burnside [mailto:[EBurnside@dagmail.com](mailto:EBurnside@dagmail.com)]  
**Sent:** Sunday, April 30, 2017 12:53 PM  
**To:** Denise Bunnewith  
**Subject:** Ponte Vedra Roads

Ms. Denise Bunnewith  
Planning Director  
North Florida TPO  
[980 North Jefferson Street](#)  
[Jacksonville, FL 32209](#)

Dear Ms. Bunnewith,

Please consider alternatives to expansion of roadways in our very small community of [Ponte Vedra](#) Beach. Expansion of existing roadways only encourages use by neighborhoods adjacent to our "village". As there is very little open land left for development in PV, we believe that the Nocatee development is in large part responsible for this increase in traffic. Minor alterations in our existing roadways can relieve this but expansion will only exacerbate this problem. As Nocatee is only 25% built out, the future is grim if TPO continues down this path. Nocatee should have never been approved without consideration of access. What's wrong with extending roadways between Nocatee Parkway and J. Turner Butler to relieve traffic congestion vs. ruining our community? Remember that the land for Nocatee came from the people who own the land over which these roadway extensions would traverse.

**From:** [Denise Bunnewith](#)  
**To:** [Lisa Walsh](#)  
**Subject:** RE: Ponte Vedra Traffic Study

---

Thank you for your comment.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
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-----Original Message-----

From: Lisa Walsh [<mailto:lisawalsh@bellsouth.net>]  
Sent: Thursday, April 27, 2017 4:05 PM  
To: Denise Bunnewith  
Subject: Ponte Vedra Traffic Study

Seaside Community Resident.

I am against widening of Mickler or A1A.

Traffic is a result of Nocatee growth. Solutions are to bring both Hodges and Kernan Blvd south into Nocatee for another parallel road and access for these residents.

Thank you.

Sent from my iPhone:  
Lisa Walsh

**From:** [Denise Bunnewith](mailto:Denise.Bunnewith@claudenolan.com)  
**To:** [jph@claudenolan.com](mailto:jph@claudenolan.com)  
**Subject:** RE: Ponte Vedra vs Nocotee

---

Thank you for your comment. As noted in the study, no funding is programmed for the recommended improvements.

We will consider improvements west of the Intracoastal Waterway in the upcoming long range transportation plan update.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: [jph@claudenolan.com](mailto:jph@claudenolan.com) [<mailto:jph@claudenolan.com>]  
Sent: Sunday, April 30, 2017 11:33 PM  
To: Denise Bunnewith  
Subject: Ponte Vedra vs Nocotee

Use eminent domain , if necessary, to connect Hodges to bloodworth area of nocotee. Strait forward dry land route.  
Provide connection to  
Baymeadows half way  
Open Clatter bridge Road from palm valley bridge to San Pablo rd.  
Could not be cheaper and very effective. Does not adversely affect  
Local growth-haters  
Problem solved  
Jp helmick disgruntled PV resident  
Sent my

Sent from my iPhone

Sent from my iPhone

**From:** [Denise Bunnewith](#)  
**To:** [David Logue](#)  
**Subject:** RE: Ponte Vedra/Palm Valley Traffic Study

---

Dear Mr. Logue,

Thank you for taking the time to review the study and attend the open house. As you know, no funding is programmed for the recommended improvements.

*Denise Bunnewith*  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
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---

**From:** David Logue [mailto:[DavidLogue@pgatourhq.com](mailto:DavidLogue@pgatourhq.com)]  
**Sent:** Monday, May 01, 2017 4:06 PM  
**To:** Denise Bunnewith  
**Subject:** Ponte Vedra/Palm Valley Traffic Study

Denise –

I'm a resident of Ponte Vedra Beach who read the NFTPO study and attended the public meeting on April 25. While I appreciate the amount of work that must have been required to generate the report, I am very much opposed to the widening of A1A, and believe there are alternative solutions (some of which were mentioned by the residents who spoke publicly last week). I also believe we need to understand the reasons for our area's current traffic issues in order to identify possible solutions.

Thank you . . .

*David Logue*  
[dnl@pgatourhq.com](mailto:dnl@pgatourhq.com)  
work 904-940-7257  
cell 904-728-8356  
fax 904-280-6730

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**From:** [Denise Bunnewith](#)  
**To:** [Zzee Man](#)  
**Subject:** RE: Ponte Vedra/Palm Valley Traffic Study

---

Dear Zzee Man,

The study recommended short and long term improvements to address growing traffic congestion in the area. No funding is programmed for these improvements.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
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---

**From:** Zzee Man [mailto:[thezzeeman@zoho.com](mailto:thezzeeman@zoho.com)]  
**Sent:** Tuesday, May 02, 2017 10:04 AM  
**To:** Denise Bunnewith  
**Cc:** [bcc1jjohns](#); [bcc2jsmith](#); [bcc3pwaldron](#); [bcc2jsmith](#); [bcc5hdean](#); [bccd4](#)  
**Subject:** Ponte Vedra/Palm Valley Traffic Study

North Florida TPO  
County Commissioners

We are Ponte Vedra property owners since the year 2000, located near the intersection of A1A and Corona Rd. Since the year 2000, we have seen tremendous growth in the population of Ponte Vedra and accordingly a geometric growth in traffic volumes on A1A throughout the day, but especially heavy during AM/PM rush hours.

We attended the public forum meeting for the Traffic Study and found the overwhelming majority of residents reject the \$32.6 m proposal and hold the St Johns County Board of Commissioners accountable for fostering and creating the environment for the traffic congestion.

For over two decades it appears the County Commissioners have given approvals and variances to virtually all residential development submissions. The population density of Ponte Vedra has increased substantially over that time and will continue through the completion of

the Nocatee community. In retrospect, it was rather myopic for the commissioners to think the existing infrastructure of roads (A1A, Palm Valley Rd, Mickler Rd.) would be sufficient to support the Nocatee population expansion.

Additionally, Commissioners did not set larger lot size minimums and allowed variances for narrow roads for new development within Ponte Vedra which has resulted in a cumulative effect of increasing the population density per acre of land.

The real solution to the A1A congestion would be to construct a north/south road from Nocatee Parkway to JTB west of the intracoastal, either connecting with San Pablo or Hodges. This roadway should have been planned and the cost negotiated with the Nocatee developers prior to the massive Nocatee development being approved.

We do not want to pick up the expense tab for the commission's underestimated needs for the Nocatee population expansion nor do we want A1A expanded to six lanes for aesthetic and safety reasons.

**We strongly oppose the \$32.6 million A1A 6-lane expansion proposal.**



**From:** [Denise Bunnewith](#)  
**To:** [Carol P. Larsen](#)  
**Subject:** RE: Ponte Vedra/Ponte Vedra Beach/Palm Valley/Nocatee Road expansion  
**Attachments:** [image001.jpg](#)

---

Dear Ms. Larsen,

Thank you for attending the public meeting and reviewing the study. We will consider improvements west of the Intracoastal Waterway in the upcoming long range transportation plan update.

*Denise Bunnewith*  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
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---

**From:** Carol P. Larsen [mailto:[clarsen@joi.net](mailto:clarsen@joi.net)]  
**Sent:** Monday, May 01, 2017 9:12 AM  
**To:** Denise Bunnewith  
**Subject:** Ponte Vedra/Ponte Vedra Beach/Palm Valley/Nocatee Road expansion

Ms. Denise Bunnewith  
Planning Director  
North Florida TPO  
980 North Jefferson Street  
Jacksonville, FL 32209

Dear Ms. Bunnewith,

I am a resident of Sawgrass Country Club. I have lived in Ponte Vedra Beach since 2004 and have seen significant changes in traffic over the years. I travel downtown monthly for meetings. In the good old days, the commute would take me 25 minutes door to door. Today, that same commute is 50-60 minutes. My daily commute is from Ponte Vedra Beach to Baptist Medical Center Beaches. That commute 12 years ago took 7-10 minutes getting to work and 15 minutes coming home. Today, coming to work takes 15-20 minutes and returning home 25-45 minutes. As a daily resident working in the community, I see the traffic coming from the Mickler area of A1A. I live in Sawgrass Country Club and exit the South Gate each morning. That is the intersection that leads into Fairfield and is where A1A changes from 4 lanes down to 2 lanes heading south. Each morning the volume of traffic coming through Ponte Vedra Beach is astounding. I know first hand that the community has

changed from a “retirement/vacation” community to a family community. I know that this has added to the traffic volume. I also know that a significant part of the volume is generated from the Nocatee areas and beyond. Everyone is talking about it. Not just the Ponte Vedra Beach residents, but the residents of the Nocatee and beyond. They talk about the construction taking place on Philips Highway and 295. They talk about the lack of a good road to get them in and out of Nocatee to the Beaches area.

I attended the Open House at the Ponte Vedra Concert Hall last week. The presentation while nice and informative, did not make mention of another possibility. Perhaps extending Hodges to Nocatee is something that can be pursued. That would allow the Nocatee residents an alternative to A1A. I understand the property is privately owned by the Davis family. I also understand the Davis family has sold and/or donated a portion of the property for the Nocatee development. I would like to think if they were aware of the issues the development has created in other communities surrounding it, they would be interested in helping find a solution.

*Carol “Coke” Larsen*

Practice Manager – JOI Beaches

1577 Roberts Drive, Suite 225

Jacksonville Beach, FL 32250

Main: (904) 241-1204 x1885

Direct: (904) 435-1885

Private Fax: (904) 241-5390

JOI email signature\_v03



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**From:** [Denise Bunnewith](mailto:Denise.Bunnewith)  
**To:** [Charles Wodehouse](mailto:Charles.Wodehouse)  
**Subject:** RE: Proposed A1A construction

---

No problem, have a nice night

-----Original Message-----

From: Charles Wodehouse [<mailto:cjow@comcast.net>]  
Sent: Monday, May 08, 2017 4:05 PM  
To: Denise Bunnewith  
Subject: RE: Proposed A1A construction

Denise: My apologies for calling you "Mister"...

Chuck Wodehouse

-----Original Message-----

From: Denise Bunnewith [<mailto:dbunnewith@northfloridatpo.com>]  
Sent: Monday, May 08, 2017 3:43 PM  
To: Charles Wodehouse  
Subject: RE: Proposed A1A construction

Dear Mr. and Mrs. Wodehouse,

Thank you for reviewing the study and sharing your concerns.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Charles Wodehouse [<mailto:cjow@comcast.net>]  
Sent: Monday, May 08, 2017 2:53 PM  
To: Denise Bunnewith  
Subject: Proposed A1A construction

Mr. Bunnewith:

As members of a family that includes 4 generations of Northeast Florida residents who have made homes in Ponte Vedra Beach, we are writing to register our profound disappointment in the recent proposals to remedy the steadily increasing traffic through our community. We respectfully offer on behalf of ourselves and our family the following comments/suggestions, which we hope you will consider.

For starters, we're not sure that focusing on possible "improvements" to Highway A1A in PV Beach in isolation doesn't miss the real traffic problem at hand. If one drives around Northeast Florida during rush hours, he/she is confronted with massive traffic delays on virtually all the major routes into the Jacksonville area, particularly from south of the city. In our roughly 40 years of commuting into Jacksonville we've never seen the traffic as bad as it is now. Naturally, problems on the major routes lead commuters to find faster and/or more consistent options for their daily trips, and this seems to account for much of what's going on with the rush hours on A1A.

Anyone who uses A1A during rush hours understands this. Some of the problem is attributable to real estate development and new businesses near the beaches, but we've seen an even more noticeable pick up in the last decade with the explosive population growth in St. Johns County to the west of and along the Intracoastal Waterway... with, we dare say, much more to come. The resulting traffic congestion on the major highways into Jacksonville from St. Johns county pushes drivers east onto A1A in the mornings from Mickler's cutoff, FL 210 and Roscoe Blvd./Solano Rd. and then heads west on Butler Boulevard and north to Jacksonville Beach (the reverse in the evening). We should add that St. Augustine commuters also appear to be shifting to A1A from US1 and other more western routes.

We believe that it's commonly understood that the construction of the current A1A in the 1970's and recent improvements to I95 and I295 south of Jacksonville have not been enough to meet the resulting surge in St. Johns traffic. Interestingly, the capacity that has been added, together with expansion of Butler Blvd. and the new FL210 bridge, has probably encouraged growth in St. Johns and the Beaches... making the traffic problem worse rather than better. And how crazy is it that these projects actually end up moving traffic that it is ultimately headed north and west to the east... onto an inherently traffic-prone barrier island with limited capacity and entry/exit routes.

It seems to our family, friends and neighbors, that a more expansive approach will be required by our highway planners that first produces a broader and longer term vision for overall traffic growth in St. John's County... and then, perhaps later addresses issues specific to PV Beach. This vision should feature construction of a new, limited access road west of the Intracoastal that connects from the south directly with major arteries like US1, Butler, and I295. Repurposing of utility right of ways and use of eminent domain should be considered as the best answers for acquiring the needed land. The plan should also include additional lanes and other improvements to the major routes from St. Johns into Jacksonville, namely US1 (currently 4 lanes) and I295 (4 lanes for most of the east side).

Touching briefly on "quality of life" factors of PV Beach, we're frankly surprised that there seems to be so little recognition of the negative impact the multi-lane, high-speed, heavy density traffic of A1A is having on the character of our community. Not to mention the safety of its residents, many of whom are older since this is in part a retirement community and tourist destination. Please keep in mind that this community is our home, where we've put down our roots and made financial and other long term, personal commitments.

There's no question that A1A traffic is a day-to-day problem for both those who drive on it, but also for those (including most PV residents) who have

to regularly cross it. We really question whether A1A expansion can improve the problem, as opposed to compounding it. We assume that adding more traffic lanes will in many ways make things worse. It will certainly become a bigger physical and psychological divide between the beach and residents on the east side of the highway, and the commercial establishments and residents of the west side of the highway.

Crossing this busy highway today at the South Entrance to our neighborhood, Sawgrass Country Club, is often a challenge: the constant, heavy traffic (which routinely exceeds posted speed limits), the many vehicle accidents at both protected and unprotected intersections, and the uncounted, but far more frequent "near-misses". This is true whether driving, cycling or on foot. Heading down A1A in PV, or simply crossing it, is in no way the enjoyable experience one would expect from a road currently designated a "scenic and historic coastal byway".

We recommend that any "improvements" to A1A should be in keeping with our community and should recognize an appropriate balance between the needs of residents, tourists, commercial interests, and those residents of St. Johns County who need a reasonable commute to work. From our perspective slowing down traffic with lower speed limits (35mph?), more roundabouts/stop lights at unguarded intersections, and no further widening of A1A might fit the bill.

Thank you for your consideration.

Chuck & Cami Wodehouse

3050 Timberlake Point

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

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**From:** [THOMAS ROBINSON](#)  
**To:** [Denise Bunnewith](#)  
**Subject:** Re: proposed road expansion ponte vedra Denise that's the best news today thank you so so much tr  
**Date:** Tuesday, May 02, 2017 3:50:14 PM

---

On Tue, May 2, 2017 at 3:43 PM Denise Bunnewith <[dbunnewith@northfloridatpo.com](mailto:dbunnewith@northfloridatpo.com)> wrote:

Dear Mr. Robinson,

No need to move again. The widening of A1A is only a recommendation, no funds have been programmed for this improvement.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Thomas Robinson [mailto:[tr393com@gmail.com](mailto:tr393com@gmail.com)]  
Sent: Tuesday, May 02, 2017 12:47 PM  
To: Denise Bunnewith  
Subject: proposed road expansion ponte vedra

dear ms bunnewith,

just one year ago patty d'amico and i drove from naples to visit dear friends here in ponte vedra beach.

it was then and almost immediately we fell in love. we fell in love with ponte vedra beach.

we fell in love with its size, it's proximity to almost everything, the trees, the beach, the golf and as we drove back to naples we decided THIS is where we wanted to spend the rest of our days.

and so we bought in marsh landing.

now we learn the awful news about the A1A expansion, the exact reason we left naples.

please add my name to the long list of residents that vehemently protest this action.

sincerely.

thomas robinson  
7550 founders wa  
ponte vedrà beach, fl 32082  
617-413-8975

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

**From:** [Denise Bunnewith](#)  
**To:** [WF Fagan](#)  
**Subject:** RE: PV PV Traffic Study - Comment Form

---

Thank you for your comment.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
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T 904.306.7510  
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---

**From:** WF Fagan [mailto:[bill\\_francis\\_1@hotmail.com](mailto:bill_francis_1@hotmail.com)]  
**Sent:** Thursday, April 27, 2017 2:37 PM  
**To:** Denise Bunnewith; Marci Larson  
**Subject:** Fw: PV PV Traffic Study - Comment Form

SECOND ATTEMPT

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**From:** WF Fagan <[bill\\_francis\\_1@hotmail.com](mailto:bill_francis_1@hotmail.com)>  
**Sent:** 27 April 2017 18:32  
**To:** [dbunewith@northfloridatpo.com](mailto:dbunewith@northfloridatpo.com)  
**Subject:** PV PV Traffic Study - Comment Form

Thank you for the opportunity to view the recommendations of the traffic planning study.

The continuous loop presentation was concise, clear and helpful. The use of A-F ratings created a perfect image of the existing and proposed situations.

YES

I support the traffic intersection phase of the study, as it improves the safety and flow of existing traffic through targeted and cost effective road changes.

NO

I do not support the widening phase of the study.

Sincerely

WF Fagan



**From:** [Denise Bunnewith](mailto:enr05@aol.com)  
**To:** [enr05@aol.com](mailto:enr05@aol.com)  
**Subject:** RE: PVB Road Expansion

---

This information is provided in the draft document available on the North Florida TPO website [www.northfloridatpo.com](http://www.northfloridatpo.com)

If you have any questions, please do not hesitate to contact me.

*Denise Bunnewith*  
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[www.northfloridatpo.com](http://www.northfloridatpo.com)

**From:** enr05@aol.com [mailto:enr05@aol.com]  
**Sent:** Tuesday, May 02, 2017 9:43 AM  
**To:** Denise Bunnewith; bccd4@sjcfl.us  
**Subject:** PVB Road Expansion

Transparency is requested... The Public Hearing did not specifically address where the traffic is going to and coming from. A representative shared that this information was collected.

**From:** [Denise Bunnewith](#)  
**To:** [Marci Larson](#)  
**Subject:** RE: Pvb traffic study is a band-aid approach.

---

Thank you for your comments.

*Denise Bunnewith*  
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---

**From:** Marci Larson  
**Sent:** Monday, April 24, 2017 7:10 PM  
**To:** K Harkins  
**Cc:** Denise Bunnewith; Jennifer Kennedy  
**Subject:** RE: Pvb traffic study is a band-aid approach.

Thank you very much for your thoughts. We appreciate your taking the time to submit them. They will be added to the overall report. I have copied the project managers accordingly.

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

\*Accredited Business Communicator

**From:** K Harkins [mailto:[spartonian.1985@gmail.com](mailto:spartonian.1985@gmail.com)]  
**Sent:** Monday, April 24, 2017 6:05 PM  
**To:** Marci Larson <[mlarson@northfloridatpo.com](mailto:mlarson@northfloridatpo.com)>  
**Subject:** Pvb traffic study is a band-aid approach.

The recommendations in this study will fix very little. The traffic on the intercoastal needs controlled by re routing. The significant cut through activity in Palm Valley is from Nocatee. Hard

decisions and a lot of money is needed to fix this correctly. Raise taxes if you have to.

1. Create a Palm Valley Expressway - extend jtb southeast between Kernan and Hodges or Hodges and San Pablo over to 210 near Ponte Vedra High School or west. This would route traffic over to Nocatee from jtb. This could be a toll road for commuters. I would gladly pay a toll. Make Nocatee pay for some of it.
2. Extend Hodges to 210 for local traffic over to Nocatee.
3. Build another road and bridge over intercoastal between jtb and Palm Valley bridge or extend a ramp from jtb/San Pablo exit on West side.
4. Do something about that Dee dot ranch. It's ridiculous that an entire chunk of land is untouchable with all of the growth in jax.

Short term.

5. Fix the jtb and A1A interchange. The recs for the North PV area are band aids as well.
6. Fix Solano and A1A intersection. A1A could be elevated over Solano like Atlantic and Kernan. Something similar is in Palm Coast area.

If A1A is going to be widened to four lanes from Palm Valley to Micker Road, safety and sound barriers need placed along residential areas instead of the fences currently in place. Matthew blew them over let alone cars barreling into the backyard. Concrete walls are needed. Vegetation will quickly hide the walls. These will be needed along Micker Rd as well once it is widened.

Sincerely.

**From:** [Denise Bunnewith](#)  
**To:** [Maryann Leslie](#)  
**Subject:** RE: PV/Palm Valley Traffic Study

---

Dear Ms. Leslie,

Thank you for sharing your concerns and recommendations.

Denise Bunnewith  
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-----Original Message-----

From: Maryann Leslie [<mailto:hleslie@comcast.net>]  
Sent: Thursday, May 04, 2017 9:20 PM  
To: Denise Bunnewith  
Subject: PV/Palm Valley Traffic Study

The proposed recommendations for resolving traffic problems along A1A threaten the safety, well being and quality of life of residents and business owners in PVB. Creating 6-lane highways, widening roads and adding red lights represent desperate attempts to solve a complex population and environmental problem. Accurate statistics concerning population growth in PVB and surrounding communities are lacking and the "study" purpose and research methodology, or lack thereof, has yet to be fully articulated to all. Rerouting traffic from Nocatee to JTB is the only reasonable way to alleviate the problem; charging a toll for travel over intercostal bridges for nonresidents is commonplace in Florida so why not here? The funds could be used to support and enhance deteriorating beaches, infrastructures, and boulevards and subsidize the fly over to JTB. Tax payers don't deserve a boondoggle.

M. Leslie  
Ponte Vedra Beach  
Sent from my iPhone

**From:** [Denise Bunnewith](#)  
**To:** [Garces, Philip](#)  
**Subject:** RE: PVPV Study official record comments from resident.  
**Attachments:** [image001.jpg](#)

---

Dear Mr. Garces,

Thank you for reviewing and commenting on the study. As you note, the study does recommend bicycle lanes and sidewalks. No funding is programmed for any of the improvements recommended.

*Denise Bunnewith*

Planning Director  
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---

**From:** Garces, Philip [mailto:[philip.garces@siemens.com](mailto:philip.garces@siemens.com)]  
**Sent:** Friday, May 05, 2017 4:21 PM  
**To:** Denise Bunnewith  
**Cc:** Kara Garces  
**Subject:** PVPV Study official record comments from resident.

My comments to be included by the Ponte Vedra Beach Community 32082.

As an owner of a home in the Summerfield Subdivision, 173 Summerfield Drive, My family is vehemently **opposed** to any widening of A1A as are all the members in this neighborhood representing 65 hard working families. This report was short sided, lacked the proper details and proper understanding of the actual community that is was supposed to do the study about.

As an engineer and environmentalist, I am surprised that your study lacked any water distribution studies. There are zero cost adds for any additional drainage. There is zero cost adds for land acquisition. Your public declaration of the anticipated cost is absolutely incorrect without these two items. A great example of trying to push the argument the way developers want you to push it. You have to pay for land you take and you can't percolate an excess of 2 million square feet of water runoff with rudimentary drainage that works now. Very short sided cost accounting here. Large lengthy legal battle will certainly be in the works on these items.

It is alarming that there was no mention of the schools, specifically Palm Valley Ponte Vedra Rawlings Elementary School, in your report. How can you possible do a study and not take into account school district laws in place to protect school children. The community will fight hard against any road enlargement around this area.

It is disappointing that an organization such as the North Florida TPO would cower and blench to the developers of the Nocatee development. If they want a highway system, give it to them WEST of the intracoastal, not in a beach community. Let them endure the costs associated with 6 lanes of traffic, not just financial but noise, trash, safety, crime, reduction in quality of life.

32082 does not want roads, cars, congestion and angry road-rage from commuters.

What we do want is more cycle lanes, more public transportation like buses, more vegetation like trees and parks and less roads, noise and combustion. Again your report lacked these items.

We are opposed to any widening of A1A, and just in case you didn't hear it at the public meeting, we are opposed to any widening of A1A.

Let it be and move on or prepare to do battle against a determined group of people on Ponte Vedra Beach.

**Philip R. Garcés, 173 Summerfield Drive, Ponte Vedra Beach, FL 32082.**

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**From:** [Denise Bunnewith](#)  
**To:** [Jennifer Burns](#)  
**Subject:** RE: PVPV Study

---

Dear Ms. Burns,

Thank you for attending the meeting and sharing your concerns.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
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[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Jennifer Burns [<mailto:jburnspvb@gmail.com>]  
Sent: Monday, May 08, 2017 8:21 PM  
To: Denise Bunnewith  
Subject: PVPV Study

Hello, Denise. I attended the meeting at the concert hall and appreciate the opportunity to share my thoughts. I have lived in Ponte Vedra Beach since 1992: 11 years on Cranes Lake Dr. off Ponte Vedra Lakes Blvd., and on Summer Tree Ct. in Seaside since 2003. When I first moved here the Target Shopping Center was a completely wooded parcel and the JTB/A1A exchange was a stop sign. I have seen much development and many changes in the last 24-some years - some of it beneficial, much of it not.

My feeling is that the PVPV corridor is not merely already built out, it is over-developed well beyond its capacity. I firmly believe the solution lies not in creating more travel lanes (which will only encourage further development and vehicular traffic), but in engineering the current infrastructure more efficiently and providing better access for biking and walking.

1. Replacing the Mickler Rd. roundabout with a timed signal can only result in more traffic backup, not less. Roundabouts are constructed precisely because they do improve traffic flow. Just down the road in St. Augustine they are preparing to replace the traffic signal at May St. and San Marco with a roundabout because the backups from the light are so horrendous. The existing roundabout could be improved with wider travel lanes.
2. The traffic light at Library Rd. should be returned to blink/caution status except for emergency vehicle access. Prohibit left turns northbound on A1A except for the emergency vehicles when the light is activated for their access.
3. Do not build additional travel lanes anywhere on A1A! Rather, extend and improve the existing left turn lanes. Consider banning left turns onto A1A at all intersections with no existing traffic signal.
4. Do not install additional traffic lights. Synchronize the existing lights, especially the ones that are in close proximity to each other.
5. Widen the sidewalks to function more like a bike path for the family riders who do not utilize the highway bike lane.
6. Improve driver education and beef up distracted driving/aggressive driving enforcement.

Thank you for considering my comments.

Jennifer Burns  
140 Summer Tree Ct.  
Ponte Vedra Beach

Sent from my iPad



**From:** [Denise Bunnewith](#)  
**To:** [Rose Wittemen](#)  
**Subject:** RE: PVPV Study

---

Dear Mr. Wittemen,

Thank you for your insights. You are right, traffic congestion is relative. The general assumption from area residents is that congestion is caused by through trips, not by trucks serving businesses in the area, or people patronizing businesses, dropping children and school and all of the other trips we all make every day. Widening is not always the answer. You just have to be willing to deal with the congestion in the peak period. Personally, I prefer the latter.

Denise Bunnewith  
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[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Rose Wittemen [<mailto:wittemenr@gmail.com>]  
Sent: Friday, May 05, 2017 1:58 PM  
To: Denise Bunnewith  
Subject: PVPV Study

Please include the following comments in your report for the Ponte Vedra Palm Valley traffic study:

With this proposal, “Build it and they will come” promises nothing but negative results for our community. Attending the meeting and then watching a report on Action News May 3rd about the annual increases in pass-through traffic in St. John’s County confirmed my belief that widening A1A and Michlers Road would be a mistake from which we would never recover. Rather I think the changes proposed would:

- create more traffic from drivers who think these roads are now viable alternatives without any end benefit re traffic flow
- attract more truck drivers to use these roads
- create much bigger problems at intersections like the one at Michlers and A1A (than the minor one that exists now and can be addressed with better traffic light management)
- leave little to no green space; little to no room for bike paths; little to no space for sidewalks; little to no set backs for existing residential properties
- destroy the character and the property values of the areas impacted
- increase the wait time and traffic problems people shopping, dining, living off these roads will have accessing the 2 roads
- increase the levels of noise, smog, light pollution and litter
- destroy the appearance of the A1A corridor from local/residential to that of rte 95 or Beach Blvd
- destroy the appearance of Michlers Road from that of “local”/residential to busy cut-through
- install more asphalt in sections where no problems exist

What the proposal won’t do is resolve the problems of periodic bottlenecks or of slower traffic at commuter hours. Traffic from A1A will still revert to 2 lanes at both ends of the areas in question; traffic on Michlers will still revert

to 2 lanes at the bridge; cross traffic will still have to wait patiently to cross A1A. Better that the Planners install/reprogram lights and turn lanes to address conditions in specific areas and work with the Davis Family, developers (who have a sweetheart deal right now), and the State and Federal governments to build new roads and connectors that keep additional traffic off A1A and Michlers.

Many of us already realize that the extent of our “problems” during commuter/school hours is minimal and livable as compared to those of many other municipal and suburban areas; others may need to think about all the places they’ve lived and traveled that are marred by 4-6-8-10 lanes of asphalt and yet still have traffic problems that are measured in hours and not the minutes that are our reality here.

Lastly, I don’t think the presentation, the proposal or the pictures adequately depicted the ugliness, noise, and impact all the extra asphalt will have on our community; the encroachment the extra lanes will have on the set backs; what it will be like to live with the extra lanes day-in and day-out.

Thank you,  
Al Wittemen  
135 Cuello Court, Unit 102  
Ponte Vedra Beach, FL 32082

**From:** [Denise Bunnewith](#)  
**To:** [Mike Sullivan](#)  
**Subject:** RE: PVPV Study

---

Dear Mr. Sullivan,

Thank you for sharing your concerns.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
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---

**From:** Mike Sullivan [mailto:mikesullivan904@gmail.com]  
**Sent:** Monday, May 08, 2017 3:15 PM  
**To:** Denise Bunnewith  
**Subject:** PVPV Study

Hi,

I grew up in Ponte Vedra Beach and am now a homeowner raising a young family here. This beach community has always been about its natural beauty and quality of life. Widening A1A to the size of Beach Blvd., JTB, or I-95 for that matter, would do irreparable damage to both, one as a monstrous eyesore and two as a danger to the community's residents. Nocatee is the problem and for our small beach community to have to bear the burden of the development's traffic dilemma is ridiculous. It is obvious its residents are traveling north and that there needs to be more than one road to do it as there is in Duval county.(i.e. San Pablo, Hodges, Kernan, St. Johns Bluff)

The traffic study said around 50% of the PV traffic congestion is pass through traffic. Nocatee will continue to be developed for another 20 years adding tens of thousands of residents. The congestion is only going to get worse as its residents travel north for jobs and shopping needs. This development is west of the intracoastal waterway, why is it feasible to think our beachside roads are the only option for their northbound traffic?

Another issue is Nocatee is marketed as a self-sustainable community with shops and job opportunities available for residents within its borders. Obviously this has not been the case. It looks to be cramming as many people into its boundaries as possible sold with the benefits of great schools and quality of life. The fallout now seems to lie on the backs of Ponte Vedra residents by forcing them to carry the weight of Nocatee's traffic problems. How can this be a fair solution?

Just look at an aerial map and it's easy to see the development is asking all of these people to go around the Davis's land in order to get where they're going when common sense dictates that they should be going through it. Why won't the Davis family, who are profiting on the development of Nocatee, not open up their land so that proper infrastructure can be built?

Yes, Ponte Vedra has been over developed and yes we can certainly use an upgrade on existing intersections. Yes, we could have more lights at dangerous intersections and yes, solutions like a longer turn lane at Solana Road or extended green lights during heavy traffic times at roads like Solana would certainly help. You can also look at roundabouts and other ways to improve traffic flow. There are solutions like these but the northern travel from Nocatee is the heart of the problem and is where it should be addressed first.

To bring a road the size of a major highway through a small beach town to shoulder the burden of another town is not the answer. All you will be doing is kicking the can down the road while devaluing properties and jeopardizing the safety of the community's residents. The residents of this community work very hard to live in this beautiful place and should and should not have this forced upon them.

Nocatee needs to address its own concerns as the self-contained sustainable community it is marketed as, and if residents still need to travel north every single day there should be a road or roads that takes them there. How can you seriously imagine another 20 years of development at Nocatee and not put a road connecting to JTB?

Ponte Vedra is not the main problem and should not be devalued as Nocatee's only solution.

Sincerely,

Mike Sullivan

Sent from [Mail](#) for Windows 10

**From:** [Denise Bunnewith](#)  
**To:** [Michele Daly](#)  
**Subject:** RE: Re: Traffic study

---

Dear Mr. and Mrs. Piermatteo,

No funding is programmed for widening A1A. It is only a recommendation. New roads west of the Intracoastal Waterway will be considered in the upcoming update of the long range transportation plan. I am sure the residents of those areas will be as accepting of additional traffic as the residents of Ponte Vedra and Palm Valley. Tolls work both ways, beaches residents would be tolled for all trips west of the Intracoastal Waterway. I am sure that the additional revenue would be welcomed. I will forward your suggestion to the Florida Department of Transportation. Thank you for sharing your concerns.

*Denise Bunnewith*

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Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

**From:** Michele Daly [mailto:[mdxrsiz@comcast.net](mailto:mdxrsiz@comcast.net)]  
**Sent:** Friday, April 28, 2017 9:09 PM  
**To:** Denise Bunnewith  
**Subject:** Fwd: Re: Traffic study

We, Hazel & Tony Piermatteo, agree with the people that said that in lieu of adding lanes to A1A through Pone Vedra Beach, that there should be a direct connection of JTB and the intercostal bridge to NOCATEE. Maybe, even a toll should be collected to pass over the intercostal bridge, giving incentives to use another route!  
Hazel... ?? & ??

On Apr 27, 2017, at 4:15 PM, Michele Daly <[mdxrsiz@comcast.net](mailto:mdxrsiz@comcast.net)> wrote:  
*[Unstoppable energy...Daly working for you!](#)*

**From:** [Denise Bunnewith](#)  
**To:** [Vinnie](#)  
**Subject:** RE: Road Expansion A1A  
**Attachments:** [image001.jpg](#)

---

Dear Vinnie,

Thank you for taking the time to review the study. It is only a study, not funding is programmed for the recommended improvements.

*Denise Bunnewith*  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** Vinnie [mailto:[denvin@comcast.net](mailto:denvin@comcast.net)]  
**Sent:** Monday, May 01, 2017 2:10 PM  
**To:** Denise Bunnewith  
**Subject:** Road Expansion A1A

Ms. Denise Bunnewith  
Planning Director  
North Florida TPO  
980 North Jefferson Street  
Jacksonville, FL 32209

Dear Ms. Bunnewith,

Please consider alternatives to expansion of roadways in our very small community of Ponte Vedra Beach. Expansion of existing roadways only encourages use by neighborhoods adjacent to our "village". As there is very little open land left for development in PV, we believe that the Nocatee development is in large part responsible for this increase in traffic. Minor alterations in our existing roadways can relieve this but expansion will only exacerbate this problem. As Nocatee is only 25% built out, the future is grim if TPO continues down this path. Nocatee should have never been approved without consideration of access. What's wrong with extending roadways between Nocatee Parkway and J. Turner Butler to relieve traffic congestion vs. ruining our community? Remember that the land for Nocatee came from the people who own the land over which these roadway extensions would traverse.

We implore you to research alternatives to what would virtually destroy the lifestyle we've all come to love. It is no small thing that Ponte Vedra provides a very large share of tax revenue to St. Johns County. Don't we deserve the respect from our county for this consideration?

Sincerely,

**From:** [Debbie Davis](#)  
**To:** [Jane Current](#)  
**Cc:** [Elizabeth Lowe](#); [Jennifer Singleton](#); [Denise Bunnewith](#); [Bruce](#); [Lisa Sandifer](#); [Christy Lynch](#); [Pam Shore](#); [Dad](#)  
**Subject:** Re: Road expansion in Ponte Vedra Beach  
**Date:** Monday, May 01, 2017 8:40:26 AM

---

Completely agree!! I will also send letters.

Sent from my iPhone

On Apr 30, 2017, at 8:43 PM, Jane Current <[jane\\_current@icloud.com](mailto:jane_current@icloud.com)> wrote:

I totally agree. I pray they don't do it - it will ruin this town. I will also write letters to our county commissioners.

Sent from my iPhone

On Apr 30, 2017, at 7:30 PM, Elizabeth Lowe <[ehlowe@aol.com](mailto:ehlowe@aol.com)> wrote:

Well said, Jennifer!!  
I will send an email as well. This proposal is crazy!! We are suffering due to Nocatee and poor planning!  
Xoxo

Sent from my iPhone

On Apr 30, 2017, at 4:06 PM, Jennifer Singleton <[jksingletonpvb@comcast.net](mailto:jksingletonpvb@comcast.net)> wrote:

Ms. Denise Bunnewith  
Planning Director  
North Florida TPO  
980 North Jefferson Street  
Jacksonville, FL 32209

Dear Ms. Bunnewith,

Please consider alternatives to expansion of roadways in our very small community of Ponte Vedra Beach. Expansion of existing roadways only encourages use by neighborhoods adjacent to our "village". As there is very little open land left for development in PV, we believe that the

Nocatee development is in large part responsible for this increase in traffic. Minor alterations in our existing roadways can relieve this but expansion will only exacerbate this problem. As Nocatee is only 25% built out, the future is grim if TPO continues down this path. Nocatee should have never been approved without consideration of access. What's wrong with extending roadways between Nocatee Parkway and J. Turner Butler to relieve traffic congestion vs. ruining our community? Remember that the land for Nocatee came from the people who own the land over which these roadway extensions would traverse.

We implore you to research alternatives to what would virtually destroy the lifestyle we've all come to love. It is no small thing that Ponte Vedra provides a very large share of tax revenue to St. Johns County. Don't we deserve the respect from our county for this consideration?

Sincerely,

Jennifer K. Singleton  
Sent from my iPhone



**From:** [Denise Bunnewith](mailto:Denise.Bunnewith@northfloridatpo.com)  
**To:** [lzhodnett1948@gmail.com](mailto:lzhodnett1948@gmail.com)  
**Subject:** RE: Road expansion in Ponte Vedra Beach

---

Dear Ms. Hodnett,

Thank you for sharing your concerns.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** [lzhodnett1948@gmail.com](mailto:lzhodnett1948@gmail.com) [mailto:[lzhodnett1948@gmail.com](mailto:lzhodnett1948@gmail.com)]  
**Sent:** Wednesday, May 03, 2017 12:44 PM  
**To:** Denise Bunnewith  
**Subject:** Road expansion in Ponte Vedra Beach

Ms. Bunnewith,

I am very concerned about the potential widening of A1A in Ponte Vedra Beach. My husband and I built our home on San Juan Drive in 1999 because we liked the community. We pay considerable property taxes in St. Johns County. We anticipated growth in the area but have been very surprised and disappointed at the scope and density of development and the resulting traffic problems. With the development of Nocatee we have seen a massive increase in traffic especially along A1A. It appears that much of it is people accessing Nocatee by coming from Butler Blvd. to A1A. The problem is exacerbated by the number of single-family homes that have been built recently directly on A1A.

It is very difficult and dangerous to make both left and right turns from A1A into businesses and neighborhoods especially at peak traffic times which now seem to be mornings, mid-day and early evenings. Drivers block intersections while waiting for lights up ahead to change making it extremely difficult for residents to get onto A1A (example, Dolphin Cove entrance). The increase in traffic has caused added danger to pedestrians and bicyclists.

In looking at maps of this area it would appear that a north-south road could be built west of the Intracoastal, possibly an extension of Hodges, that would make access between Nocatee and Butler Blvd. much easier on a daily basis as well as much safer and efficient during hurricane evacuations. In fact, the access ramps are already at the Hodges/Butler intersection. The land in that area is undeveloped, wooded, and somewhat swampy. In contrast, the

disruption to businesses and neighborhoods that would occur in expanding A1A to 6 lanes is awful to consider but even worse is the resulting picture of Ponte Vedra. It would be a shame if Ponte Vedra ends up looking like Naples or other traffic-jammed, over-developed South Florida towns. Road "improvements" should be improvements to neighborhoods, not unattractive, destructive and potentially more dangerous.

I have heard that the PGA is pushing for this road expansion in order to help the tour traffic and future residential and commercial development that they are planning. I understand that Gate wants to build 77 homes at the end of Neck Road. Nocatee is not yet built out. This is a wonderful place to live and I understand why more people want to come here but we need to be smart in our growth. Let's look at all options both in PV and in Duval County before we rush to build this 6-lane monster.

Thank you for giving these concerns your consideration.

Sincerely,

Mrs. Byron Hodnett (Leslie)  
315 San Juan Drive  
Ponte Vedra Beach, FL 32082  
904-742-9435

Sent from [Mail](#) for Windows 10

**From:** [Denise Bunnewith](#)  
**To:** [Elizabeth Lowe](#)  
**Subject:** RE: Road expansion in Ponte Vedra Beach

---

Dear Ms. Lowe,

Thank you for your comment. As noted in the study, no funding is programmed for the recommended improvements.

*Denise Bunnewith*  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** Elizabeth Lowe [mailto:[ehlowe@aol.com](mailto:ehlowe@aol.com)]  
**Sent:** Sunday, April 30, 2017 7:30 PM  
**To:** Jennifer Singleton  
**Cc:** Denise Bunnewith; Bruce; Lisa Sandifer; Christy Lynch; Debbie davis; Jane Current; Pam Shore; Dad  
**Subject:** Re: Road expansion in Ponte Vedra Beach

Well said, Jennifer!!  
I will send an email as well. This proposal is crazy!! We are suffering due to Nocatee and poor planning!  
Xoxo

Sent from my iPhone

On Apr 30, 2017, at 4:06 PM, Jennifer Singleton <[jksingletonpyb@comcast.net](mailto:jksingletonpyb@comcast.net)> wrote:

Ms. Denise Bunnewith  
Planning Director  
North Florida TPO  
[980 North Jefferson Street](#)  
[Jacksonville, FL 32209](#)

Dear Ms. Bunnewith,

Please consider alternatives to expansion of roadways in our very small community of Ponte Vedra Beach. Expansion of existing roadways only encourages use by neighborhoods adjacent to our "village". As there is very little open land left for development in PV, we believe that the Nocatee development is in large part responsible for this increase in traffic. Minor alterations in our existing roadways can relieve this but expansion will only exacerbate this problem. As Nocatee is only 25% built out, the future is grim if TPO continues down this path. Nocatee should have never been approved without consideration of access. What's wrong with extending roadways between Nocatee Parkway and J. Turner Butler to relieve traffic congestion vs. ruining our community? Remember that the land for Nocatee came from the people who own the land over which these roadway extensions would traverse.

We implore you to research alternatives to what would virtually destroy the lifestyle we've all come to love. It is no small thing that Ponte Vedra provides a very large share of tax revenue to St. Johns County. Don't we deserve the respect from our county for this consideration?

Sincerely,  
Jennifer K. Singleton  
Sent from my iPhone

**From:** [Denise Bunnewith](#)  
**To:** [Jennifer Singleton](#)  
**Subject:** RE: Road expansion in Ponte Vedra Beach

---

Dear Ms. Singleton,

Thank you for taking the time to review the study and comment. As noted in the study, no funding is programmed for the recommended improvements.

*Denise Bunnewith*  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** Jennifer Singleton [mailto:[jksingletonpvb@comcast.net](mailto:jksingletonpvb@comcast.net)]  
**Sent:** Sunday, April 30, 2017 5:07 PM  
**To:** Denise Bunnewith  
**Cc:** Bruce; Lisa Sandifer; Christy Lynch; Debbie davis; Jane Current; Holly Lowe; Pam Shore; Dad  
**Subject:** Road expansion in Ponte Vedra Beach

Ms. Denise Bunnewith  
Planning Director  
North Florida TPO  
[980 North Jefferson Street](#)  
[Jacksonville, FL 32209](#)

Dear Ms. Bunnewith,

Please consider alternatives to expansion of roadways in our very small community of Ponte Vedra Beach. Expansion of existing roadways only encourages use by neighborhoods adjacent to our "village". As there is very little open land left for development in PV, we believe that the Nocatee development is in large part responsible for this increase in traffic. Minor alterations in our existing roadways can relieve this but expansion will only exacerbate this problem. As Nocatee is only 25% built out, the future is grim if TPO continues down this path. Nocatee should have never been approved without consideration of access. What's wrong with extending roadways between Nocatee Parkway and J. Turner Butler to relieve traffic congestion vs. ruining our community? Remember that the land for Nocatee came from the people who own the land over which these roadway extensions would traverse.

We implore you to research alternatives to what would virtually destroy the lifestyle we've all come to love. It is no small thing that Ponte Vedra provides a very large share of tax revenue to St. Johns County. Don't we deserve the respect from our county for this consideration?

Sincerely,  
Jennifer K. Singleton  
Sent from my iPhone

**From:** [Denise Bunnewith](mailto:Denise.Bunnewith@northfloridatpo.com)  
**To:** [Bboyermarshall@aol.com](mailto:Bboyermarshall@aol.com)  
**Subject:** RE: Road expansion Ponte Vedra

---

Dear Ms. Marshall,

Thank you for sharing your concerns. As noted in the study, no funding is programmed for the recommended improvements.

*Denise Bunnewith*  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** Bboyermarshall@aol.com [mailto:Bboyermarshall@aol.com]  
**Sent:** Sunday, April 30, 2017 1:33 PM  
**To:** Denise Bunnewith  
**Subject:** Road expansion Ponte Vedra

Ms. Denise Bunnewith  
Planning Director  
North Florida TPO  
980 North Jefferson Street  
Jacksonville, FL 32209

Dear Ms. Bunnewith,

Please consider alternatives to expansion of roadways in our very small community of Ponte Vedra Beach. Expansion of existing roadways only encourages use by neighborhoods adjacent to our "village". As there is very little open land left for development in PV, we believe that the Nocatee development is in large part responsible for this increase in traffic. Minor alterations in our existing roadways can relieve this but expansion will only exacerbate this problem. As Nocatee is only 25% built out, the future is grim if TPO continues down this path. Nocatee should have never been approved without consideration of access. What's wrong with extending roadways between Nocatee Parkway and J. Turner Butler to relieve traffic congestion vs. ruining our community? Remember that the land for Nocatee came from the people who own the land over which these roadway extensions would traverse.

We implore you to research alternatives to what would virtually destroy the lifestyle we've all come to love. It is no small thing that Ponte Vedra provides a very large share of tax revenue to St. Johns County. Don't we deserve the respect from our county for this consideration?

Sincerely,

**From:** [Denise Bunnewith](#)  
**To:** [Susan Brauer](#)  
**Subject:** RE: Road Expansion Ponte Vedra Beach

---

Dear Mr. and Mrs. Brauer,

Thank you for sharing your concerns.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Susan Brauer [<mailto:rsbrauer81@comcast.net>]  
Sent: Wednesday, May 03, 2017 1:52 PM  
To: Denise Bunnewith  
Subject: Road Expansion Ponte Vedra Beach

Dear Ms. Bunnewith:

Please consider alternatives for expansion of roadways in our very small community of Ponte Vedra Beach. Expansion of existing roadways only encourages use by neighborhoods adjacent to our "village". As there is very little open land left for development in PVB, we believe that the Nocatee development is in large part responsible for this increase in traffic. Minor alterations in our existing roadways can relieve this but expansion will only exacerbate this problem.

As Nocatee is only 25% built out, the future is grim if TPO continues down this path. Nocatee should have never been approved without consideration of access. What is wrong with extending roadways between Nocatee Parkway and J. Turner Butler to relieve traffic congestion vs. ruining our community? Remember that the land for Nocatee came from the people who own the land over which these roadway extensions would traverse.

We implore you to research alternatives to what would virtually destroy the lifestyle we have all come to love. It is no small thing that Ponte Vedra Beach provides a very large share of tax revenue to St. Johns County. Please take this into consideration and hear the voices of the many tax payers who are extremely concerned for the safety and quality of life of this great community. Thank you.

Sincerely,  
Ron and Susan Brauer  
Sawgrass Community  
501 Quail Pointe Lane  
Ponte Vedra Beach, FL 32082

Sent from my iPad



**From:** [Denise Bunnewith](#)  
**To:** [Ron Autrey](#)  
**Subject:** RE: Road expansion Ponte Vedra

---

Dear Mr. Autrey,

Thank you for taking the time to review the study and comment. Traffic from Nocatee is considered in the study, improvements west of the Intracoastal will be considered in the upcoming update of the long range transportation plan. No funding is programmed for the recommended improvements.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

**From:** Ron Autrey [mailto:[rautrey@mecojax.com](mailto:rautrey@mecojax.com)]  
**Sent:** Sunday, April 30, 2017 12:37 PM  
**To:** Denise Bunnewith  
**Cc:** Sandra Deardoff; Hilah Autrey  
**Subject:** Re: Road expansion Ponte Vedra

Ms. Denise Bunnewith  
Planning Director  
North Florida TPO  
980 North Jefferson Street  
Jacksonville, FL 32209

Dear Ms. Bunnewith,

My wife and I are both lifelong citizens of Jacksonville and Ponte Vedra Beach. Ponte Vedra has always been a special place in North Florida. As our community approaches saturation, the quality of life is now threatened by a non-contiguous population using our roadways as a thoroughfare to access the JTB East-West corridor. I strongly urge you and the TPO to consider alternatives to the expansion of roadways in our small community of Ponte Vedra Beach.

Expansion of existing roadways will only encourage expanded use by neighborhoods West of the Intracoastal boundary of our unique village. The management of land use and

setbacks has been the result of long term, thoughtful analysis and protection for the quality of life in Ponte Vedra Beach. We believe that the Nocatee development is in large part responsible for the unsustainable increase in traffic on our roadways.

Minor alterations in our existing roadways may provide temporary relief, but we ask you to consider that Nocatee is only approaching 25% occupation of the available homesites. Moreover, the neighborhoods adjacent to Nocatee are also ramping up construction of even more single and multi-family homes. Nocatee was not approved without consideration of access. The plans did not include dumping the bulk of the traffic into the Beaches as a pass-through to JTB. The undeveloped Davis, Hodges, and Skinner land to the North of Nocatee is a far more appropriate pathway for Nocatee traffic seeking access to JTB and Jacksonville.

We urge you to research and implement alternatives to an A1A road widening plan that would virtually destroy the lifestyle we've all come to love. Ponte Vedra provides a very large share of the tax revenue for St. Johns County. We deserve the consideration and respect from our County as we argue to protect the quality of life for the citizens that provide that tax revenue.

Thank you for this consideration. Please share our thoughts with your organization.

Sincerely,

Ron Autrey

Chairman  
Miller Electric Company  
[rautrey@mecojax.com](mailto:rautrey@mecojax.com)  
193 Admirals Way South  
Ponte Vedra Beach, Florida 32082  
904-285-0405

**From:** [Denise Bunnewith](#)  
**To:** [Sandra Deardoff](#)  
**Subject:** RE: Road expansion Ponte Vedra

---

Dear Ms. Deardoff,

Thank you for reviewing the study and sharing your concerns. As noted in the study, no funding is programmed for the recommended improvements. Though we are not responsible for Nocatee and the traffic it generates, we did consider it in the 2040 traffic projections. Improvements west of the Intracoastal will be considered in the upcoming long range transportation plan update. I suspect residents of the areas receiving traffic from proposed new connections to JTB will be as accepting as those of Ponte Vedra.

*Denise Bunnewith*  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

**From:** Sandra Deardoff [mailto:[sandydeardoff@gmail.com](mailto:sandydeardoff@gmail.com)]  
**Sent:** Sunday, April 30, 2017 8:59 AM  
**To:** Denise Bunnewith  
**Subject:** Road expansion Ponte Vedra

Ms. Denise Bunnewith  
Planning Director  
North Florida TPO  
980 North Jefferson Street  
Jacksonville, FL 32209

Dear Ms. Bunnewith,

Please consider alternatives to expansion of roadways in our very small community of Ponte Vedra Beach. Expansion of existing roadways only encourages use by neighborhoods adjacent to our "village". As there is very little open land left for development in PV, we believe that the Nocatee development is in large part responsible for this increase in traffic. Minor alterations in our existing roadways can relieve this but expansion will only exacerbate this problem. As Nocatee is only 25% built out, the future is grim if TPO continues down this path. Nocatee should have never been approved without consideration of access. What's wrong with extending roadways between Nocatee Parkway and J. Turner Butler to relieve traffic congestion vs. ruining our community? Remember that the land for Nocatee came from the people who own the land over which these roadway extensions would traverse.

We implore you to research alternatives to what would virtually destroy the lifestyle we've all come to love. It is no small thing that Ponte Vedra provides a very large share of tax revenue to St. Johns County. Don't we deserve the respect from our county for this consideration?

Sincerely,

Sandra M. Deardoff  
181 Admirals Way S  
Ponte Vedra Beach, FL  
904.509.8650

**From:** [Denise Bunnewith](#)  
**To:** [Peggy Shane](#)  
**Subject:** RE: Road ways

---

Dear Mr. and Mrs. Shane,

This is only a study, no funding is programmed for the recommended improvements. Thank you for taking the time to comment.

*Denise Bunnewith*  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

**From:** Peggy Shane [mailto:[pshane19@gmail.com](mailto:pshane19@gmail.com)]  
**Sent:** Tuesday, May 02, 2017 5:56 AM  
**To:** Denise Bunnewith  
**Subject:** Road ways

This is not a good idea..we are a small Community .. Find another way to go through.. I have a feeling Nocatee has a lot to do with this..Let them use Philips Highway or leave us alone..We do quite a lot for our community..We don't have the space so don't try to create some..

JamieShane  
PonteVedraBeach

From: [JoAnn Mitchell](#)  
To: [Denise Bunnewith](#)  
Subject: Re: Road Widening  
Date: Tuesday, May 02, 2017 10:14:00 PM

---

Thank you for your response. I drive up and down A1A all day long. I am a Realtor and live in Sawgrass. Yes, there are a few delays. Move to Atlanta, Los Angeles, San Francisco, San Diego, even South Florida. We are spoiled thinking you should be able to go 7 miles in 3 minutes. Take a breath.

Jo Mitchell

**JoAnn Cookson Mitchell REALTOR**  
**Multi-Million Dollar Producer**  
**Direct: 904-923-7133**  
**"Proven Results Since 1978"**

*Ponte Vedra Club Realty*  
*280 Ponte Vedra Boulevard*  
*Ponte Vedra Beach, FL 32082*  
*Email: [josmitchell2@gmail.com](mailto:josmitchell2@gmail.com)*  
*Website: [www.pvclubrealty.com](http://www.pvclubrealty.com)*

On Tue, May 2, 2017 at 11:20 AM, Denise Bunnewith <[dbunnewith@northfloridatpo.com](mailto:dbunnewith@northfloridatpo.com)> wrote:

Dear Ms. Mitchell,

Thank you for taking the time to comment. No funding is programmed for the recommended improvements.

Denise Bunnewith

Planning Director

North Florida Transportation Planning Organization

980 North Jefferson Street

Jacksonville, Florida 32209

T [904.306.7510](tel:904.306.7510)

M [904.504.5006](tel:904.504.5006)

[www.northfloridatpo.com](http://www.northfloridatpo.com)

**From:** JoAnn Mitchell [mailto:[josmitchell2@gmail.com](mailto:josmitchell2@gmail.com)]

**Sent:** Monday, May 01, 2017 4:08 PM

**To:** Denise Bunnewith

**Subject:** RE: Road Widening

I think it would be a shame to widen A1A for the convenience and a few minutes of time.

We should preserve the beauty of our community and keep it a "paradise", not a highway.

Jo Mitchell

***Jo Mitchell, Realtor***

***Multi-Million Dollar Producer***

***Direct: [904-923-7133](tel:904-923-7133)***

***"Proven Results Since 1978"***

*Ponte Vedra Club Realty*

*280 Ponte Vedra Boulevard*

*Ponte Vedra Beach, FL 32082*

*Email: [josmitchell2@gmail.com](mailto:josmitchell2@gmail.com)*

*Website: [www.pvclubrealty.com](http://www.pvclubrealty.com)*

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



**From:** [Denise Bunnewith](#)  
**To:** [Marie Kuhns](#)  
**Subject:** RE: roads in Ponte Vedra

---

Dear Ms. Kuhns,

No funding is programmed for widening A1A, it is only a recommendation. Improvements west of the Intracoastal will be considered in the upcoming update of the Long Range Transportation Plan.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Marie Kuhns [<mailto:mebk4310@gmail.com>]  
Sent: Sunday, April 30, 2017 2:38 PM  
To: Denise Bunnewith  
Subject: roads in Ponte Vedra

I agree with you thoroughly to extend a direct route from Nocatee to JTB without going through our village and enlarging A1A.

Marie Kuhns  
Sawgrass Players Club

**From:** [Denise Bunnewith](#)  
**To:** [Jo Hardwick](#)  
**Subject:** RE: roads

---

Dear Jo,

Thank you for taking the time to comment. As noted in the study document available on our website [www.northfloridatpo.com](http://www.northfloridatpo.com) no funding is programmed for the recommended improvements. I will share your concern about planning in St. Johns County with your county staff.

*Denise Bunnewith*  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

**From:** Jo Hardwick [mailto:[johardwick2@gmail.com](mailto:johardwick2@gmail.com)]  
**Sent:** Monday, May 01, 2017 12:53 PM  
**To:** Denise Bunnewith  
**Subject:** roads

I am not in favor of widening A1A as that will increase traffic. In stead develop a cut-through in Nocotee parallel to the Intercoastal to Butler Blvd. I am surprised that better planning for traffic was not done when Nacotee was developed. Jo Hardwick

**From:** [Denise Bunnewith](#)  
**To:** [Mary V Watson](#)  
**Subject:** RE: Roadways and access to beaches

---

Dear Ms. Watson,

Thank you for taking the time to comment.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Mary V Watson [<mailto:watsonmv@bellsouth.net>]  
Sent: Sunday, April 30, 2017 12:55 PM  
To: Denise Bunnewith  
Subject: Roadways and access to beaches

Please consider mass transit and tolls to ease congestion and save building and more maintenance and increased taxes to pay for same.

Mary V Watson  
Sent from my iPhone

**From:** [Denise Bunnewith](#)  
**To:** [Karen Shields](#)  
**Subject:** RE: Strong Objection to widening A1A

---

Dear Mr. and Mrs. Shields,

I understand your concerns. We were simply asked to consider growing traffic congestion and recommend improvements. No funding is programmed for these improvements.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Karen Shields [<mailto:karenshields7@gmail.com>]  
Sent: Monday, May 01, 2017 2:00 PM  
To: Denise Bunnewith  
Subject: Strong Objection to widening A1A

Hello

I received an email asking to express opinion about the widening of A1A.

My family has lived in Ponte Vedra for 25 plus years, and only within the last year have I seen a major increase in traffic in the area , unfortunately the Nocotee development's high impact on A1A and Ponte Vedra was mistaken, and now we are paying the price of the increased traffic and major delays .

Now the PGA tour wants to develop the land they own on 210/Roscoe . For Years they have cried that the land would not be developed !  
(i.e. Remember how we wanted our high school there and they said no way we are not developing it we need it for parking!! )

The PGA Tour should be subject to the same laws to expose their development plans , no waivers concerning that land should have been granted . The disclosure that the PGA tour was granted 9 development waivers with no plans submitted is disturbing .

This will absolutely have a major impact on the flow of traffic, and in no way should a development of that magnitude be allowed on that land.

Its such a shame that our county commissioners have caved in to these developers - the developers all find loop holes and ways to beat the system for the almighty dollar, with no real care as to how all the existing residents will be impacted .

Mike and Karen Shields  
36 North Roscoe Blvd

**From:** [Denise Bunnewith](#)  
**To:** [Debbie Hardegree](#)  
**Subject:** RE: [SUSPICIOUS MESSAGE] Email to County Commissioners and Planning Director, North Florida TPO

---

Dear Mr. and Mrs. Mardegree,

I apologize that you did not have more time to review and comment on the draft Ponte Vedra/Palm Valley Traffic Study. The draft report was available for review and comment on the TPO website [www.northfloridatpo.com](http://www.northfloridatpo.com) 2 weeks prior to the public meeting on April 25, Its availability was advertised in each of the 2 weeks prior to the meeting in the Ponte Vedra Recorder, Beaches Leader and Shorelines. Over 600 area residents attended the public meeting. The study is still available for your review and is the study we did last year for the North Ponte Vedra Traffic Study. This study can be found under STUDIES. There are no immediate plans to make any of the improvements recommended in the study. No funding has been programmed for them. Use of the powerline easement is discussed in the North Ponte Vedra Traffic Study. It is not recommended for general use. Paving is suggested for bicycle and pedestrian access and emergency access only. This connection does not provide the relief that many in the area assume it will provide and therefore it is not recommended.

Thank you for sharing your concerns.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** Debbie Hardegree [mailto:[debhardegree4@comcast.net](mailto:debhardegree4@comcast.net)]  
**Sent:** Tuesday, May 09, 2017 5:29 PM  
**To:** Denise Bunnewith; [bcc1jjohns@sjcfl.us](mailto:bcc1jjohns@sjcfl.us); [bcc2jsmith@sjcfl.us](mailto:bcc2jsmith@sjcfl.us); [bcc3pwaldron@sjcfl.us](mailto:bcc3pwaldron@sjcfl.us); [bccd4@sjcfl.us](mailto:bccd4@sjcfl.us); [bcc5hdean@sjcfl.us](mailto:bcc5hdean@sjcfl.us)  
**Subject:** [SUSPICIOUS MESSAGE] Email to County Commissioners and Planning Director, North Florida TPO

---

**WARNING:** Your email security system has determined the message below may be a potential threat.

It may pose as a legitimate company proposing a risk-free transaction, but requests money from the victim to complete a business deal.

If you do not know the sender or cannot verify the integrity of the message, please do not

respond or click on links in the message. Depending on the security settings, clickable URLs may have been modified to provide additional security.

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**TO: Denise Dunnewith**

Planning Director

[dbunnewith@northfloridatpo.com](mailto:dbunnewith@northfloridatpo.com)

[www.northfloridatpo.com](http://www.northfloridatpo.com)

North Florida TPO

980 N. Jefferson Street

Jacksonville, FL 32209

**ALSO TO: James K. Johns, Chair**

**Jeb Smith**

**Paul M. Waldron**

**Jay Morris**

**Henry Dean, Vice-Chair**

The purpose of this email is to appeal to you regarding changing the roads in Ponte Vedra Beach.

First, we protest what appears to be a deliberately short window of access to the county commission and the North Florida TPO before the meeting that addresses the traffic changes proposed for Ponte Vedra Beach. Ponte Vedra residents had a one-week window of time to respond to North Florida TPO and the County Commission's plans to change the road system in Ponte Vedra Beach. This proposed change appears to be a carefully guarded event to limit protests from the residents whom you hope to force to bear the negative effects of the proposed changes.

**We strongly protest the changing of A1A to a 3-lane road.** The anticipated results of such a change would be to ease traffic. More cars and more development will come and the three-lane roads will be just as crowded as our roads are now. Our observation of the paving changes in past traffic solutions for Atlantic Blvd., Beach Blvd., and Bay Meadows Road reinforces the validity of concerns about increasing traffic, not improving it, by making A1A a three-lane road. Ponte Vedra Beach cannot bear the pressure of that level of traffic increase. The community will be negatively impacted.

**Additionally, we strongly and vehemently protest the opening of the power grid road to regular use. Please see the following clause lifted out of the original communication we received:**

*Another suggestion was raised instead of widening A1A was building a parallel road on the electrical grid that runs between 210 and Roscoe. The Tour opens this road during The Players to move traffic out of the area faster so it could easily be paved. (This passage is cut and pasted from the original email notification that I received. See below.)*

We live on Seven Mile Drive in Sawgrass Player's Club. Seven Mile Drive was constructed parallel to Roscoe Blvd. It is inside the TPC designated boundaries but it is quite far from many of the other Player's Club communities. Seven Mile Drive and its neighboring communities support the golf holes of the Valley Course and are in close proximity to the Stadium course. Seven Mile Drive is a community of approximately 70 homes. The proposed opening of the power-grid road to regular traffic would devastate the safety and privacy of this neighborhood. A number of the Valley Course holes (those at the northern end of Seven Mile Drive) are protected by a water feature between the golf hole and the homes. The same water feature that acts as a buffer between the homes and the golf hole protect the homes from intruders and other safety concerns. **PLEASE NOTE: Not all of the Seven Mile Drive homes enjoy a water feature buffer. A number of homes are directly on a golf hole and the golf hole boundary is defined by the boundary that lies beside and parallel to the power grid road.** Those of us who live in this area of Seven Mile Drive are well aware of the noise and increased traffic generated by the use of the power grid road when it is used for traffic control during the golf tournament. **Even more unsettling is the entry of the public to Player's Club property to access the golf tournament from the power grid area. During The Players Tournament we have watched many people walk from the power grid road, across the golf course, through our yard (and neighbor yards) to access entry to the Stadium Course. This is not safe. If the power grid road becomes a public road, intrusion by the public will become common.**

**Please, please do not devastate this community's privacy and safety by turning the power grid dirt road into a public road that runs parallel to Roscoe Blvd. Seven Mile Drive did not create this traffic challenge and it should not be forced to bear the brunt of the negative aspects of this proposed solution. Seven Mile Drive is not a small community. It is quite large and has been, up until now, quite safe. Opening the power grid road to the general public for general road use will directly change the lives of the residents in the Seven Mile Drive community. Access to the entire community by simply walking from the power grid road, across the golf course, and into the Players Club is a safety nightmare and a property value disaster.**

**WE STRONGLY APPEAL TO EACH OF THOSE INVOLVED IN SEEKING A SOLUTION TO THE**

**TRAFFIC IN PONTE VEDRA BEACH. Do Not increase the traffic flow in Ponte Vedra Beach and do not place the Seven Mile Drive community at risk just to satisfy the residents of Nocatee who currently drive through Ponte Vedra Beach to get to JTB. The poor, poor planning of access to and from Nocatee to JTB has already devastated Ponte Vedra Beach. Rather, force the Nocatee developers to solve their own traffic problems – it may cost them more to find more acceptable traffic solutions but they created this mess, not Ponte Vedra Beach. Forcing the Ponte Vedra Beach community to solve the traffic problems with bigger roads and parallel roads only lines the pockets of the developers with more money that has been taken out of the pockets of the long-time Ponte Vedra residents. This is wrong. And it shows everyone the developers greed and the commissioners blatant disregard for Ponte Vedra Beach residents.**

Respectfully submitted,  
Debbie and David Hardegree  
8237 Seven Mile Drive  
Ponte Vedra Beach. FL 32082

The following are the bodies of emails. Including the original email, that we received notifying us of proposed changes:

**Deadline advisement:**

You may submit comments [via email to Denise Bunnewith, Planning Director](#) or mail them to Denise Bunnewith, North Florida TPO, 980 N. Jefferson St., Jacksonville, FL 32209. **All comments must be postmarked by May 9 to be included in the official record.**

**Original email:**

Dear Neighbor,

This email is written to inform you that there was a meeting last week presented by the North Florida Transportation Planning Organization to address what they call a need to change the road systems around PVB. Please check their website for information on the study [www.northfloridatpo.com](http://www.northfloridatpo.com) One of the articles they handed out at the meeting asked the question how the study started (Citizen's Traffic Task Force - "How Did we Get Here"). Article listed events from Aug. 2014 until today. First event mentioned in August 2014 was the PGA announced plans to develop Ponte



Vedra Property. There are two St. Augustine articles on the subject which I have enclosed regarding the **PGA owning 185 prime acres between The Players Stadium Course and Palm Valley Road and their plans for development.** They have managed to get **nine waivers without disclosing what they wanted to do with the parcels of land between TPC Sawgrass and Palm Valley Road and our County Commissioner Jay Morris supported their efforts for future development.** We have no doubt that their interest in widening A1A and changing the intersections to move greater volume of vehicles has to do with the tournaments and activities they host along with their **future five star hotel, retail and office spaces.**

**The community of PVB has one week** - until May 7th to respond by email to [dbunnewith@northfloridatpo.com](mailto:dbunnewith@northfloridatpo.com)

Hopefully you will be interested in supporting the fight to stop their plans for widening our roads in order to move a greater volume of traffic through our tiny area. Suggestions from the audience were made to ask the Davis family to donate land west of the intercostal to build a parallel road to take traffic away from this area considering they benefitted financially from the sell of land to Nocatee and would hopefully be agreeable to a donation. Note a six lane road parallel to A1A would be a faster way to **move traffic during a hurricane evacuation than A1A.** Another suggestion was placing a round about in front of The Plantation to stop the speed of drivers coming from the south going northbound into the residential and business area of PV and allowing safe passage of residents from The Plantation onto A1A. **Another suggestion was raised instead of widening A1A was building a parallel road on the electrical grid that runs between 210 and Roscoe. The Tour opens this road during The Players to move traffic out of the area faster so it could easily be paved.** One last suggestion regarding the subject they discussed regarding decreasing automobile accidents, if the overall speed was decreased and enforced there would be less accidents. Those individuals who use the route for an alternate means of reaching their destination might find the decrease in speed, round-about and four lanes instead of six would be a deterrent.

Please write a quick email voicing your thoughts to Denise at the email listed above. It is important that we share with her our opinions from this area. We

have one week to respond or this too may move forward with “the wool being pulled over PVB's eyes.”

I encourage each of you to read the information and respond before the end of this week. Also please send to other residents. Thank you for participating in this very important decision on the future of our area. Each person’s voice in PVB is important and should be heard. I was told "it will happen and I had to suck up the growth” by a PGA supporter. Hope your views do not echo this sentiment for the plans NFTPO has for this area will change the landscape forever.

**Additional emails:**

I have already summited my comments to Denise (strongly against widening A1A!) and I also copied all 5 County Commissioners. Although Jay Morris covers us in District 4, they are the decision makers on all county developments.

(Denise Bunnewith works for North Florida TPO, not county government)

Here are the Commissioners emails:

**District 1**

**James K. Johns, Chair**

500 San Sebastian View  
St. Augustine, FL 32084

P: [\(904\) 209-0301](tel:9042090301)

C: (904) [615-7437](tel:6157437)

F: [\(904\) 209-0311](tel:9042090311)

E: [bcc1jjohns@sjcfl.us](mailto:bcc1jjohns@sjcfl.us)

**District 2**

**Jeb Smith**

500 San Sebastian View  
St. Augustine, FL 32084

P: [\(904\) 209-0302](tel:9042090302)

C: [\(904\) 325-4182](tel:9043254182)

F: [\(904\) 209-0312](tel:9042090312)

E: [bcc2jsmith@sjcfl.us](mailto:bcc2jsmith@sjcfl.us)

District 3

**Paul M. Waldron**

500 San Sebastian View

St. Augustine, FL 32084

P: [\(904\) 209-0303](tel:(904)209-0303)

C: [\(904\) 436-3973](tel:(904)436-3973)

F: [\(904\) 209-0313](tel:(904)209-0313)

E: [bcc3pwaldron@sjcfl.us](mailto:bcc3pwaldron@sjcfl.us)

District 4

**Jay Morris**

500 San Sebastian View

St. Augustine, FL 32084

P: [\(904\) 209-0304](tel:(904)209-0304)

C: [\(904\) 814-9403](tel:(904)814-9403)

F: [\(904\) 209-0314](tel:(904)209-0314)

E: [bccd4@sjcfl.us](mailto:bccd4@sjcfl.us)

District 5

**Henry Dean, Vice-Chair**

500 San Sebastian View

St. Augustine, FL 32084

P: [\(904\) 209-0305](tel:(904)209-0305)

C: [\(904\) 325-3924](tel:(904)325-3924)

F: [\(904\) 209-0315](tel:(904)209-0315)

E: [bcc5hdean@sjcfl.us](mailto:bcc5hdean@sjcfl.us)

**From:** [Denise Bunnewith](#)  
**To:** [George P. Novak](#)  
**Subject:** RE: The PV/PV Traffic Study

---

Dear Mr. and Mrs. Novak,

These were only recommendations, no funding is programmed for them. Thank you for taking the time to review the study.

*Denise Bunnewith*  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** George P Novak [mailto:[gpn@bellsouth.net](mailto:gpn@bellsouth.net)]  
**Sent:** Tuesday, May 02, 2017 10:02 AM  
**To:** Denise Bunnewith  
**Subject:** The PV/PV Traffic Study

Under **NO** circumstances should SR A1A ever be expanded to **6 lanes** in Ponte Vedra Beach, it would ruin the nature of this beachside community.

SR A1A does not have 6 lanes in Jacksonville Beach or Atlantic Beach, both communities that are larger, more densely populated, and more commercialized.

Leave the 6 lane roads to east-west thoroughfares like Butler, Beach, and Atlantic, which greatly assist with hurricane evacuations.

The PGA Tour has requested special treatment to develop their land, and this is not necessarily in the best interest of the community, but in the best interest of the PGA Tour executives and players.

In lieu of a 6 lane expansion of SR A1A, a new 4 lane road should be built instead.

Part and parcel of the permit to do this development of homes, shops and a hotel, there should be the requirement that the PGA Tour build a 4 lane road on the already existing dirt road that goes

north and south at the back of TPC Sawgrass, running parallel to hi-power electric towers.

A good example of such a road is Kernan Boulevard between Beach and Atlantic.

Please reconsider your recommendations.

Virginia & George Novak  
325 Pablo Road  
Ponte Vedra Beach, FL 32082

904.373.0324

**From:** [Denise Bunnewith](#)  
**To:** [Richard Forbis](#)  
**Subject:** RE: Traffic in Ponte Vedra

---

Dear Mr. Forbis,

Thank you for your comment.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Richard Forbis [<mailto:rforbispbv@icloud.com>]  
Sent: Sunday, April 30, 2017 1:34 PM  
To: Denise Bunnewith  
Subject: Traffic in Ponte Vedra

I submit without access from Nocatee Parkway to J.Turner Butler, traffic will increasingly become impossible.  
Widening the roads is not the solution.  
Pls. Help.

Respectfully, Richard Forbis

Sent from my iPad

**From:** [Denise Bunnewith](mailto:Denise.Bunnewith@northfloridatpo.com)  
**To:** [WTunst8476@aol.com](mailto:WTunst8476@aol.com)  
**Subject:** RE: Traffic Study for A1A Ponte Vedra Beach

---

Dear Mr. Tunstall,

A number of your neighbors have made the same suggestion. I will share it with FDOT.

*Denise Bunnewith*  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** WTunst8476@aol.com [mailto:WTunst8476@aol.com]  
**Sent:** Friday, May 05, 2017 1:37 PM  
**To:** Denise Bunnewith  
**Subject:** Traffic Study for A1A Ponte Vedra Beach

Please consider having a traffic light at Fairfield's north entrance and Sawgrass south entrance. Without a traffic light at these entrances will make it almost impossible to egress out of Fairfield. We are a community of 460 homes, not having a seat at your committee meeting left us out with a voice in the process.

William C Tunstall  
President  
Fairfield HOA  
904-910-0922

**From:** [Denise Bunnewith](#)  
**To:** [Patdamico](#)  
**Subject:** RE: Traffic study

---

Dear Ms. D'Amico,

Thank you for taking the time to review the study and commented. As noted in the study, no funding is programmed for the recommended improvements.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Patdamico [<mailto:patdamico@gmail.com>]  
Sent: Sunday, April 30, 2017 4:47 PM  
To: Denise Bunnewith  
Subject: Traffic study

We moved here in September 2016 from Naples Florida. We came for a visit in April and said to ourselves what are we doing in Naples. In the 10 years that we lived there we have seen a 4 Lane Highway 941 become a 10 Lane Highway, five in each direction. The over expansion and traffic is unbelievable and is turned a beautiful area into something you would not want to live in.

It's easy to say expand A1 A that's classic thinking. Expanding A1A would do nothing more then create a larger traffic problem. I have personally seen this. People will think oh well it's a big highway and we can get around and go fast. Why not look at reducing the speed limit on A1A after you've built alternative means for people to get around.

What about building roads that don't involve coming up to a beautiful resort community on the other side of the intercoastal and let them connect to Butler Boulevard.

We need thinking out of the box, creative thinking, look at other ways for people to get to Butler Boulevard without using A1A. I heard several options expressed at the traffic study meeting. Let's take a hard look at these options.

There has to be other ways to get some of the traffic off of Solana Road. What about making Roscoe Road more of a desirable option.

There is a road that goes nowhere, I don't know the name but it's at the end of the Ace shopping center. Why not expand this road, right now it forces people to go out onto A1 A to get into Marsh Landing.

Leaving Marsh Landing and trying to make a right-hand turn onto Marsh Landing Parkway is a nightmare. This is an area where an extra turning lane would be extremely helpful. Why not look at things like that.

Ponte Vedra Beach is a beautiful area and should remain so. I know you can't stop progress but it should be done with creative thinking and road traffic impact before one more building permit is issued.



**From:** [Denise Bunnewith](#)  
**To:** [Terry Nicholas](#)  
**Subject:** RE: Transportation changes to AIA, etc.

---

Dear Terry,

Thank you for taking the time to comment. No funding has been programmed for the recommended improvements. We simply performed the study requested.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Terry Nicholas [<mailto:terrywnicholas@comcast.net>]  
Sent: Monday, May 01, 2017 1:53 PM  
To: Denise Bunnewith  
Subject: Transportation changes to AIA, etc.

Dear Ms. Bunnewith,

I want to register my opposition to enlarging the roads that are currently under consideration in the PV area. I believe it would be a terrible mistake to turn our community into a thorough fare rather than search for better alternatives for people accessing JTB from communities south of us. This area has already seen much growth that has increased local traffic. Enlarging lanes and encouraging more traffic would be deleterious to homeowners trying to access businesses that we use everyday in our own neighborhoods, not to mention traveling to our homes, schools, parks, etc. The impact would be devastating to local residents especially as our traffic has already increased exponentially. As an example, I think of what Orange Park has turned into, a nightmare of traffic, and I am so saddened that we could end up in the same quagmire. There must be alternatives for people living in Nocatee and other areas south of here that need to transport back and forth from downtown. I hope you will consider what a grave impact this could have on this area if roads are enlarged here, and the gridlock that would insue from that course of action. I sincerely hope that you will consider alternatives to this transportation issue. I strongly feel that accessibility should have been addressed by the developers of those large communities to the south of us (that are still growing!). Perhaps they should come up with a more appropriate route than one straight through Ponte Vedra. Thank you for your thoughtful consideration.

Sincerely,  
Terry Nicholas  
Tax payer  
179 San Juan Drive  
Ponte Vedra, FL  
St. John's County

Sent from my iPad

**From:** [Denise Bunnewith](#)  
**To:** [Ruth Schwarzmann](#)  
**Subject:** RE: Widening A1A

---

Dear Ms. Schwarzmann,

Thank you for your suggeston.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Ruth Schwarzmann [<mailto:72mercedes@bellsouth.net>]  
Sent: Monday, May 01, 2017 9:04 PM  
To: Denise Bunnewith  
Cc: Ruth  
Subject: Widening A1A

Madam

At the recent meeting regarding the roads in Ponte Vedra, many valid suggestions were made. The one I support strongly, is building a road from Nocatee on the west of the intracoastal to meet up with the JTB. This could be an extension of San Pablo Rd, land which I have been given to understand belongs to the Davis family, who were instrumental in supplying the Nocatee developers their land originally.

Please vote to save our Ponte Vedra and not pave it over.

Sincerely

Ruth Schwarzmann

PVB resident

Sent from my iPhone

**From:** [Denise Bunnewith](#)  
**To:** [ROBERT H WICKER](#)  
**Subject:** RE: Widening A1a

---

Thank you for your comment.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: ROBERT H WICKER [<mailto:bwicker@me.com>]  
Sent: Thursday, May 04, 2017 8:16 AM  
To: Denise Bunnewith  
Subject: Widening A1a

The best long range solution suggested so far would be new road west of inter coastal.  
Also roundabouts do move traffic efficiently when used properly.

Thank you  
Robert Wicker

Sent from my iPad

**From:** [Denise Bunnewith](#)  
**To:** [Nancy Sacks](#)  
**Subject:** RE: Widening A1A

---

Dear Ms. Sacks,

Thank you for taking the time to review the study. As stated at the public meeting, this was only a study, no funding is programmed for the recommended improvements. The area west of the Intracoastal was not included in the study area for this study, but we will consider your suggestion when we begin the Long Range Transportation Plan update in January.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Nancy Sacks [<mailto:nancypoo85@aol.com>]  
Sent: Monday, May 01, 2017 3:16 PM  
To: Denise Bunnewith  
Subject: Widening A1A

As a concerned citizen of Ponte Vedra Beach who lives in the Plantation @ PVB, the suggestion to widen A1A is insane. We all know the cause of this increased traffic on A1A and I for one have said for years that to solve the problem is for the state to purchase land from the Davis family and build a six lane road to Butler Blvd. connecting to Kernan Blvd. This would be a lot less expensive than the proposed idea of expanding A1A.

Sincerely,  
Michael K. Wright  
113 Plantation Circle  
PVB, 32082  
Sent from my iPad

**From:** [Denise Bunnewith](#)  
**To:** [Lisa Peterson](#)  
**Subject:** RE: Widening A1A

---

Dear Mr. and Mrs. Peterson,

Thank you for taking the time to comment. This was only a study, no funding is programmed for the recommended improvements. We will consider improvements west of the Intracoastal Waterway in the upcoming update of the long range transportation plan. I suspect the residents of that area will be about as enthusiastic about a new road and additional traffic in their community as the residents of Ponte Vedra are.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

**From:** Lisa Peterson [mailto:[casalisap@aol.com](mailto:casalisap@aol.com)]  
**Sent:** Monday, May 01, 2017 10:44 AM  
**To:** Denise Bunnewith  
**Cc:** [bpeterson1@outlook.com](mailto:bpeterson1@outlook.com); [andersonhollie3@gmail.com](mailto:andersonhollie3@gmail.com)  
**Subject:** Widening A1A

Dear Denise,

I am Lisa Peterson and I reside at 346 San Juan Drive, Ponte Vedra Beach, Florida 32082. I am writing on behalf of my husband Bill and myself to vehemently OPPOSE WIDENING A1A! We moved here from Los Angeles 9.5 years ago for the specific purpose of raising our family in a community we deemed quaint, quiet, and without the possibility of turning into another Miami or Los Angeles.

We have lived through an economic downturn, two hurricanes, the development of Nocatee, and the development of Sawgrass Village and other than the increased traffic which is ridiculous our town has remained unscathed. Widening this road is only an invitation to ruing what is a treasure to Florida, Jacksonville, and Ponte Vedra Beach.

We see the continued development in Nocatee with no end in sight. We also see the clearing of land along the 210 extension to I95 and are frightened, never so much as now though, with the additional threat to widen A1A to six lanes!!!!!! UGH!!!!!! I invite you to stand in the backyard of any house on the West side of Pablo Road in the morning or in the late afternoon and it sounds as though the cars are driving in their backyard, and that is with only 4 lanes of traffic!!!!

I urge you to pursue the Davis family for a gift of the land to create an extension for Nocatee residents to bypass Ponte Vedra for a quicker and safer route from I95 directly to their community. I am also in favor of roundabouts and reduced/enforced speed limits on A1A. Please please do not ruin our town with this insane proposal.

**From:** [Denise Bunnewith](#)  
**To:** [Reba](#)  
**Subject:** RE: Widening A1A

---

Dear Ms. Pickett,

Thank you for sharing your concerns.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Reba [<mailto:rtpickett@comcast.net>]  
Sent: Thursday, May 04, 2017 9:57 PM  
To: Denise Bunnewith  
Subject: Widening A1A

I am writing to you regarding the traffic study and proposal of widening A1A in Ponte Vedra. I am strongly OPPOSED to widening A1A. Widening A1A to six lanes will only be a bandaid and would not be in the best interests of our community. In fact it would be very detrimental to our great neighborhoods in Ponte Vedra Beach. I am very much in favor of a new road being built on the west side of the Intracoastal. That really should have been considered during the planning of Nocatee. Don't let them ruin our beach community to appease the cut through traffic.

Reba Pickett  
128 Sea Lily Lane  
Ponte Vedra Beach

Sent from my iPad

**From:** [Denise Bunnewith](#)  
**To:** [Eileen Pfaff](#)  
**Subject:** RE: Widening of A 1A to six lanes

---

Dear Ms. Pfaff,

Thank you for your comment. This was only a study and no funding has been programmed for the recommended improvements.

*Denise Bunnewith*  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** Eileen Pfaff [mailto:[epfaff@me.com](mailto:epfaff@me.com)]  
**Sent:** Monday, May 01, 2017 11:17 AM  
**To:** Denise Bunnewith  
**Subject:** Widening of A 1A to six lanes

I am a twenty-five year resident of Ponte Vedra Beach and I want to speak out against the proposed plan to widen A1A to six lanes. This would drastically change this area forever - and not in a good way. We do not want Ponte Vedra to turn into Boca Raton. There have been other options offered that should and must be looked at. We don't want to destroy this beautiful area to benefit future business that may be going on TPC property.

Please listen to the voices of this community, the people who live here, and do not ruin our beautiful home.

Thank you.

Eileen Pfaff  
158 Coastal Oak Circle  
Ponte Vedra Beach, FL 32082

**From:** [Denise Bunnewith](#)  
**To:** [Allen](#)  
**Subject:** RE: Widening of A1A

---

Dear Mr. Price,

Thank you for taking the time to review the study, as stated at the public meeting, this was only a study, no funding is programmed for the recommended improvements.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Allen [<mailto:allenprice@comcast.net>]  
Sent: Monday, May 01, 2017 2:02 PM  
To: Denise Bunnewith  
Subject: Widening of A1A

Dear Denise,

On behalf of 172 homes located in Ponte Vedra by the Sea HOA, I as President of the HOA wish to urge you to reconsider the widening of A1A. In the name of Safety for our children and adults why would we wish to turn a road next to several schools into a super highway.

The speed limit of 45mph already contributes to vehicles going at speeds in excess of 50 mph and many accidents and deaths. Now with a change to six lanes you will create a superhighway in a bedroom community. Not even in Jacksonville Beach is A1A six lanes. This would be a travesty to allow a superhighway next to schools -at what cost does one think moving cars faster will be safer. Lower the speed limit and enforce it. That will help Safety.

If the TPC wishes to develop their property for retail perhaps they should find a solution with either the Davis family donating land west of the intercostal or do something north south with making roscoe road a widened north south road to 202 better for channeling traffic to butler. We beg you for the health and safety of our residents including children to find a better solution. This is not a good solution, this is a dangerous idea.

Allen Price  
President of PVBTS HOA

Sent from my iPhone



**From:** [Denise Bunnewith](#)  
**To:** [Rick Davis](#)  
**Subject:** RE: Widening of A1A in PVB

---

Dear Mr. Davis,

This study was undertaken at the request of concerned residents of the area, no funding is programmed for the recommended improvements.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** Rick Davis [<mailto:rodavisinpvb@bellsouth.net>]  
**Sent:** Monday, May 01, 2017 8:55 AM  
**To:** Denise Bunnewith  
**Cc:** [jevans@bresciaevans.com](mailto:jevans@bresciaevans.com)  
**Subject:** Widening of A1A in PVB

Dear Ms. Bunnewith

The purpose of this letter is express our strong opposition to the expansion of A1A. Any significant expansion to this road will have a dramatic impact on our property values and will destroy the “village “atmosphere of the community in which we invested so much. Fifteen years ago we relocated here after considering properties across the country because of the small town yet cosmopolitan feel of Ponte Vedra Beach. What is being considered would kill that “feel” and make this north Florida oasis just like so many communities in south Florida and residents here don’t want that. Exacerbating the hurt that these proposals create is the realization that a major driver of it is the PGA Tour which is a not for profit organization that enriches a few executives and golf professionals already being enriched though the nonpaid volunteers who make tour events possible.

Please take action now to prevent what will certainly become a long and expensive legal battle by dropping the consideration of expanding A1A.

Sincerely,

Richard O. and Elizabeth J. Davis  
101 Kings Grant

**From:** [Denise Bunnewith](#)  
**To:** [Perry Hudson](#)  
**Subject:** RE: Widening of A1A

---

Dear Mr. and Mrs. Hudson,

We were asked to do this study by residents of the area concerned about growing traffic congestion. The study provides both short and long term recommendations. No funding is programmed for these improvements. Thank you for taking the time to review the study and share your concerns.

Denise Bunnewith  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

-----Original Message-----

From: Perry Hudson [<mailto:pshudson@comcast.net>]  
Sent: Monday, May 01, 2017 2:41 PM  
To: Denise Bunnewith  
Subject: Widening of A1A

Dear Ms. Bunnewith,

The purpose of this letter is to express our strong opposition to the widening of A1A. My wife and I moved here twelve years ago and were attracted by the small town feeling of Ponte Vedra Beach. My parents were residents here back in the 1990's and they like us thought that they had found a little gem tucked along the beach in northeast Florida. Now, I'm a realist and I realize that growth is inevitable. However, with Nocatee advertised as the third largest growing community in the US right on our door steps, there has to be a better way to handle their traffic then by widening our roads. All this will accomplish is to put undue pressure on all the communities that make up PVB. I heard another driving factor behind your studies is the PGA Tour and their plans for development along Palm Valley Road. I hope that their plans are not just being rubber stamped because who they are and what they bring to the community.

Please take action now to save our little " gem " in northeast Florida and prevent the widening of A1A.

Perry E and Sandra C Hudson  
108 Lantana Court  
Ponte Vedra Beach Fl  
32082

**From:** [Denise Bunnewith](mailto:Denise.Bunnewith@northfloridatpo.com)  
**To:** [bethbalboa65@gmail.com](mailto:bethbalboa65@gmail.com)  
**Subject:** RE: PV/PV Traffic Study

---

Dear Ms. Parmly,

Thank you for attending the public hearing and reviewing the study. Your comments have been noted.

*Denise Bunnewith*  
Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** Marci Larson  
**Sent:** Tuesday, May 02, 2017 7:01 PM  
**To:** Beth Parmly  
**Cc:** Denise Bunnewith; [jekennedy@HNTB.com](mailto:jekennedy@HNTB.com)  
**Subject:** RE: PV/PV Traffic Study

Thank you very much for sending along your comments. I have copied the two project managers as information.

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

\*Accredited Business Communicator

**From:** Beth Parmly [<mailto:bethbalboa65@gmail.com>]  
**Sent:** Monday, May 01, 2017 8:21 PM  
**To:** Marci Larson <[mlarson@northfloridatpo.com](mailto:mlarson@northfloridatpo.com)>  
**Subject:** PV/PV Traffic Study

I have been a resident of Ponte Vedra Beach since 1981. I attended the public hearing held on 4/25/2017, and was given one of the comment

cards provided.

However, the "Comments" section was too limited for me to express my opinions in full. Here is the demographic information requested on the card:

NAME: Elizabeth Parmly

ORGANIZATION: resident of Sawgrass Country Club

ADDRESS: 43 Northgate Drive, Ponte Vedra Beach FL 32082

TELEPHONE: 904-535-7685

EMAIL: [bethbalboa65@gmail.com](mailto:bethbalboa65@gmail.com)

HOME OWNER: at this address since 1991, in PVB since 1981

COMMENTS:

- None of the recommendations included in the "\$32.6 Million" plan should be implemented.
- Of the recommendations included in the "\$3.4 Million" plan, I don't agree with intersection improvements at half (4 of the 8) A1A intersections indicated.
- There are changes/construction needed at PGA Tour and Country Club Drive, Dolphin Boulevard, Ponte Vedra Lakes Boulevard, and Marsh Landing Boulevard with attention to the merge from JTB to southbound A1A.
- Do not --- DO NOT --- change the traffic circle at Mickler's. It is one thing that is definitely working.

In my opinion, the "plan" should try to make A1A a less desirable choice for drivers passing through en route to Duval County. To do this, we should add and/or maintain all current intersections and traffic lights. And we should enforce existing speed limits and other traffic restrictions. Without expanding the lanes of A1A, the residents will be safer, and the passers-through will be more inconvenienced. Hopefully, they will find another, less onerous route.

Elizabeth M. Parmly

**From:** [Denise Bunnewith](#)  
**To:** [Stephanie Royal](#)  
**Subject:** RE: Traffic Study

---

I don't think there is fiber optic cable linking the signals in that area. I will ask.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** Stephanie Royal [mailto:SRoyal@workplace.us]  
**Sent:** Tuesday, May 02, 2017 10:59 AM  
**To:** Denise Bunnewith  
**Subject:** RE: Traffic Study

Thank you so much for the reply.  
I would like to know what the reason would be for not synchronizing.  
Downtown has been that way for years and it works great.  
Thanks again.

---

**From:** Denise Bunnewith [mailto:dbunnewith@northfloridatpo.com]  
**Sent:** Tuesday, May 02, 2017 10:57 AM  
**To:** Stephanie Royal  
**Subject:** RE: Traffic Study

Dear Ms. Royal,

Thank you for taking the time to review the study. I will share your suggestion for signal synchronization with the Florida Department of Transportation. This study only provides recommendations, it does not include funding. No improvements will be made without local residents to champion them.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006

---

**From:** Stephanie Royal [<mailto:SRoyal@workplace.us>]  
**Sent:** Tuesday, May 02, 2017 10:37 AM  
**To:** Denise Bunnewith  
**Subject:** Traffic Study

Dear Ms Bunnewith,

I am a resident of St Johns county and have been following the study conducted to improve traffic concerns in our area.

I am NOT happy with any of the suggestions and feel as though the study was not well thought out nor were all issues considered.

WHY are we not considering simply synchronizing the traffic lights on A1A and instead of widening an already overpopulated area add a road on the west side of the inter-coastal for all of the new developments? We are a barrier island. It seems absolutely ludicrous to offer a route for traffic to leave the west side of the intra-coastal only to have to travel north or south to cross the bridges again to be back on the west side of the intra-coastal.

And again, any traffic needing to be on A1A can easily be managed with improving some intersections, perhaps with roundabouts, perhaps with better entry and exit ramps, but definitely with synchronizing the traffic lights from Ponte Vedra Beach to Atlantic Beach.

Adding additional lanes is NOT addressing the problem. By adding lanes we will only have 6 lanes of stop and go as opposed to 4.

I would like to have some kind of reply to this email considering these options or explaining exactly how the expense and abuse of the area created by adding lanes could possibly be the answer.

Respectfully,

**Stephanie Royal**

**WORKPLACE SOLUTIONS, INC.**

Woman Owned, Small Business

GSA Contract Holder

Tel: 904.997.8878

Fax: 904.997.8087

*Better to believe in the arrogance of truth than the patronization of lies.*

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

**From:** [Denise Bunnewith](#)  
**To:** [Cantwell, Richard J.](#)  
**Cc:** [Jennifer Kennedy](#)  
**Subject:** RE: Ponte Vedra Palm Valley Traffic Study  
**Date:** Tuesday, May 02, 2017 3:54:24 PM  
**Attachments:** [~WRD000.jpg](#)

---

Dear Mr. Cantwell,

Thank you for attending the open house and reviewing the study findings. I will share your concerns regarding ingress and egress from Sawmill Lakes with the consultants that did the study and ask them to address it.

*Denise Bunnewith*

Planning Director  
North Florida Transportation Planning Organization  
980 North Jefferson Street  
Jacksonville, Florida 32209  
T 904.306.7510  
M 904.504.5006  
[www.northfloridatpo.com](http://www.northfloridatpo.com)

---

**From:** Cantwell, Richard J. [mailto:[Richard.Cantwell@stvinc.com](mailto:Richard.Cantwell@stvinc.com)]  
**Sent:** Friday, April 28, 2017 2:04 PM  
**To:** Denise Bunnewith  
**Cc:** [mmcantwell2001@yahoo.com](mailto:mmcantwell2001@yahoo.com)  
**Subject:** Ponte Vedra Palm Valley Traffic Study

I attended the recent public meeting presenting the findings of the Ponte Vedra Palm Valley Traffic Study. While the recommended solutions of roadway widening and intersection enhancements appear to address my observations and experiences with our growing traffic volumes, I am quite concerned about how access and egress to residential communities will be enhanced. I am a resident of Sawmill Lakes community located between the Palm Valley bridge and the traffic circle. Our residents and visitors (like those of other similar communities in the study area) have experienced increasing traffic delays while attempting to enter and exit the community entrances.

Other issues like right-of-way acquisition, lighting, landscaping, environmental impacts are all vital parts of the final package, but I can assure you that our residents will push very hard for solutions to our access issues. Please make that a priority in the development of further refined plans.

Please enter my contact information in your distribution list.

Sincerely yours,

Richard J. Cantwell, P.E.



Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

52

**Speaker Request Card**

*To be completed before making a recorded statement*

*Please Print*

Name: SARAH SMITH

Address: 512 E MOSS WOOD TRAIL

City: PVB State: FL Zip: 32082

Telephone: 904-~~904~~-685-6242 E-mail: sbailensmith@gmail.com

Organization: \_\_\_\_\_

Representing:

Self:  \_\_\_\_\_

Firm: \_\_\_\_\_

Other: \_\_\_\_\_





Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

52

**Speaker Request Card**

*To be completed before making a recorded statement*

*Please Print*

Name: SARAH SMITH

Address: 512 E MOSS WOOD TRAIL

City: PVB State: FL Zip: 32082

Telephone: 904-~~904~~-685-6242 E-mail: sbailensmith@gmail.com

Organization: \_\_\_\_\_

Representing:

Self:  \_\_\_\_\_

Firm: \_\_\_\_\_

Other: \_\_\_\_\_



Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

3

**Speaker Request Card**

*To be completed before making a recorded statement*

Please Print

Name: Tonie LaLiberte

Address: 39 Phillips Ave

City: PUB State: FL Zip: 32082

Telephone: 904 535 6505 E-mail: tonielaliberte@aol.com

Organization: Resident

Representing: Self: Self

Firm: \_\_\_\_\_

Other: \_\_\_\_\_



Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

4

**Speaker Request Card**

*To be completed before making a recorded statement*

*Please Print*

Name: Mike Murray (Vilma Buggemeyer)

Address: 4300 S Beach Pkwy 1108 / 1364

City: Jax Beach State: FL Zip: 32250

Telephone: 828 262 1718 Email: farthmike@gmail.com

Organization: \_\_\_\_\_

Representing:

Self:  \_\_\_\_\_

Firm: \_\_\_\_\_

Other: \_\_\_\_\_



Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

26

**Speaker Request Card**

*To be completed before making a recorded statement*

*Please Print*

Name: FRED SPENCER

Address: 248 Clematis dr.

City: PVB State: FL Zip: 32082

Telephone: 707 8600 E-mail: fspencer248@Comcast.net

Organization: \_\_\_\_\_

Representing: \_\_\_\_\_

Self:  \_\_\_\_\_

Firm: \_\_\_\_\_

Other: \_\_\_\_\_



Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

5

**Speaker Request Card**

*To be completed before making a recorded statement*

*Please Print*

Name: GIGI PELLETIER

Address: 110 BAY HILL CT

City: Ponte Vedra Beach State: FL Zip: 32082

Telephone: 904-728-0978 E-mail: gigi.pelletier@att.net

Organization: FAIRFIELD

Representing: \_\_\_\_\_

Self:

Firm: \_\_\_\_\_

Other: \_\_\_\_\_



Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

9

**Speaker Request Card**

*To be completed before making a recorded statement*

*Please Print*

Name: Michael Switkes

Address: 111 Ocean Course Dr

City: PV State: FL Zip: 32082

Telephone: 904 631-4196 E-mail: Switky111@gmail.com

Organization: PVCA

Representing:

Self:

Firm:

Other:



Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number



**Speaker Request Card**

*To be completed before making a recorded statement*

Please Print

Name: SARITA MAY

Address: 2536 Dauphin Ct

City: PVB State: FL Zip: 32082

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Organization: \_\_\_\_\_

Representing:

Self:

Firm: \_\_\_\_\_

Other: \_\_\_\_\_



Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

17

**Speaker Request Card**

*To be completed before making a recorded statement*

Please Print

Name:

CATHY VAN HOF

Address:

228 PATRICK MILL CIRCLE

City:

PVBS

State:

F

Zip:

32082

Telephone:

904 666 1831

E-mail:

COCKY.VANHOFF@GMAIL.COM

Organization:

NA

Representing:

Self:



Firm:

Other:



16

**Speaker Request Card**

*To be completed before making a recorded statement*

*Please Print*

Name: WALTER LIPYAK

Address: 3205 OLD BARN CT

City: PONTEVEDRA State: FL Zip: 32082

Telephone: 904 285 8414 E-mail: WALTER.LIPYAK@OMAIL.COM

Organization: SAWGRASS ASSOCIATION, INC.

Representing:

Self:

Firm: \_\_\_\_\_

Other: SAWGRASS ASSOCIATION, INC.



Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

22

**Speaker Request Card**

*To be completed before making a recorded statement*

Please Print

Name: Pam Marriott

Address: 409 S 5<sup>th</sup> Street Rd

City: PVR State: FL Zip: 32082

Telephone: 904-536-7528 E-mail: p.marriott@caconest.net

Organization: PVCA, PV Greenway, Sidewalks + Bike Paths

Representing: \_\_\_\_\_

Self: \_\_\_\_\_

Firm: \_\_\_\_\_

Other: \_\_\_\_\_



Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

23

**Speaker Request Card**

*To be completed before making a recorded statement*

*Please Print*

Name: Ellie Elden

Address: 129 Sea Lily Ln

City: POBch State: Fla Zip: 3208

Telephone: 904-280-1908 E-mail: \_\_\_\_\_

Organization: \_\_\_\_\_

Representing:

Self: ✓

Firm: \_\_\_\_\_

Other: \_\_\_\_\_



Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

24

**Speaker Request Card**

*To be completed before making a recorded statement*

*Please Print*

Name: Mario Dipola

Address: 280 Adams Mill Rd

City: PVB State: FL Zip: 32082

Telephone: 407-729-7012 E-mail: UserMV4379@gmail.com

Organization: \_\_\_\_\_

Representing:

Self:  \_\_\_\_\_

Firm: \_\_\_\_\_

Other: \_\_\_\_\_



Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

25

**Speaker Request Card**

*To be completed before making a recorded statement*

*Please Print*

Name: Gaul, Lee

Address: 34 Turtleback Trail

City: PUR State: FL Zip: 32082

Telephone: 904 386 3073 E-mail: leechwistineg@gmail.com

Organization: —

Representing: Self:

Firm:

Other:



Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

01

**Speaker Request Card**

*To be completed before making a recorded statement*

Please Print

Name: Rob Schick

Address: 112 Patrick Mill

City: Ponte Vedra Beach State: FL Zip: 32082

Telephone: 704 304-9546 E-mail: \_\_\_\_\_

Organization: \_\_\_\_\_

Representing:

Self:

Firm: \_\_\_\_\_

Other: \_\_\_\_\_



Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

90

**Speaker Request Card**

*To be completed before making a recorded statement*

*Please Print*

Name: Mark Nickerson

Address: 21 Dolphin Blvd

City: Ponte Vedra Beach State: FL Zip: 32082

Telephone: 904-285-9797 E-mail: nickpub@outlook.com

Organization: Dolphin Cove Community Association

Representing: \_\_\_\_\_

Self: \_\_\_\_\_

Firm: \_\_\_\_\_

Other: DCCA



Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

12

**Speaker Request Card**

*To be completed before making a recorded statement*

*Please Print*

Name: Anthony Graziosi

Address: 114 Myrtlewood Dr

City: Ponte Vedra State: \_\_\_\_\_ Zip: 32082

Telephone: 604 369 0343 E-mail: \_\_\_\_\_

Organization: \_\_\_\_\_

Representing:

Self: /

Firm: \_\_\_\_\_

Other: \_\_\_\_\_





Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

20

**Speaker Request Card**

*To be completed before making a recorded statement*

*Please Print*

Name: Sheila Kolesaire

Address: 384 S. Mill View Way

City: PVB State: FL Zip: 32082

Telephone: 904-834-2630 E-mail: skolesaire@gmail.com

Organization: Live In Sawmill Lakes

Representing:

Self:

Firm: \_\_\_\_\_

Other: \_\_\_\_\_



Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

41

**Speaker Request Card**

*To be completed before making a recorded statement*

Please Print

Name: Deborah Chapin

Address: 531 N. Wilderness Trail

City: Ponte Vedra State: FL Zip: 32082

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Organization: PV Greenway

Representing: \_\_\_\_\_

Self:  \_\_\_\_\_

Firm:  \_\_\_\_\_

Other:  \_\_\_\_\_



Public Hearing

Ponte Vedra/Palm Valley Traffic Study

Open House – 4:30 p.m. Formal Presentation – 6:30 p.m.

Number

67

**Speaker Request Card**

*To be completed before making a recorded statement*

Please Print

Name: WILLIAM H. HILL, JR

Address: 323 SW JUAN DAWE

City: PONTE VEDRA State: FL Zip: 32082

Telephone: (904) 225-5570 E-mail: BILLPV@aol.com

Organization: PONTE VEDRA COMMUNITY ASSOCIATION

Representing:

Self: \_\_\_\_\_

Firm: ~~HILL~~ HILL + BONDANI PLLC

Other: \_\_\_\_\_

(OVER)

PARKING ON SAN JUAN DR. FOR UTAH DEPT  
IS DANGEROUS. TRUCKS + CARS ARE PARKING IN  
THE STREET BEYOND A REASONABLE TIME TO  
UNLOAD OR DELIVER. COUNTY ROAD IS NOT  
A PARKING LOT, NORMAL TRAFFIC IS HINDERED  
AND SOMETIME DANGEROUS. ROADWAY IS  
BLOCKED BY PARKING BEYOND THE STANDARD  
15 MINUTES. SOME PARKING IS BEING  
SUSTAINED FOR YARD, CHILDREN, BICYCLES  
RUNNERS ARE REQUIRED TO DODGE PARKED  
VEHICLES, COLLISIONS ARE POSSIBLE AND  
RESULTING INJURY CAN BE SUSTAINED  
PLEASE POLICE AND PARADIGMATIC RULES GOVERNING  
RESTRICTED PARKING IN THE RIGHT OF WAY  
THANK YOU FOR YOUR CONTRIBUTION  
William H. Hely