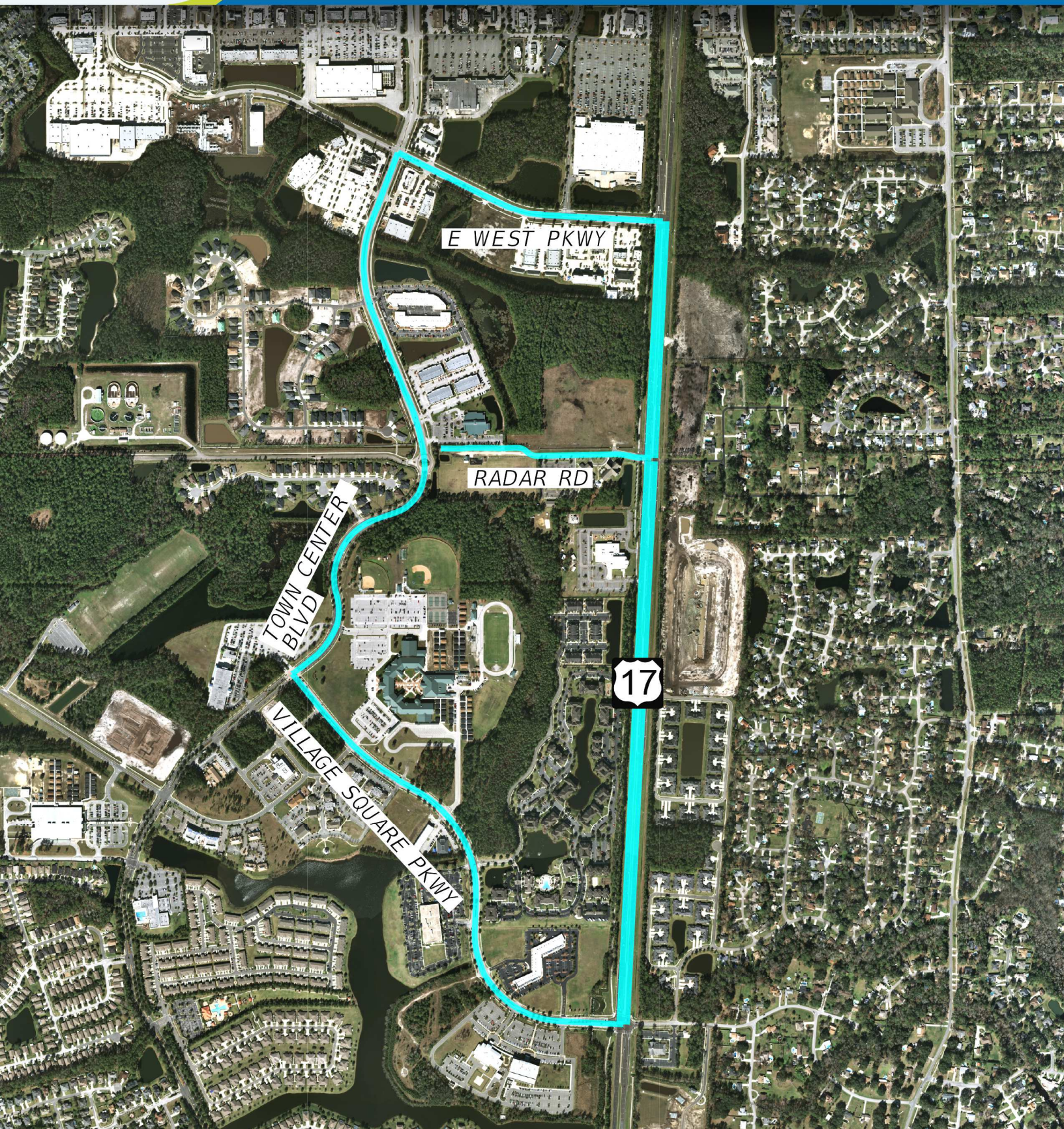




Radar Road Extension Feasibility Study Clay County August 2021



E WEST PKWY

RADAR RD

TOWN CENTER
BLVD

VILLAGE SQUARE
PKWY

17

**RADAR ROAD EXTENSION
FEASIBILITY STUDY
CLAY COUNTY, FLORIDA**

Prepared for:



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ETM Project No. 17096-17

August 2021

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Executive Summary

Clay County has experienced continuous, sustained growth for the past two-plus decades. The County's population was 141,614 in 2000, 191,434 in 2010, and an estimated 219,252 in 2019. With this growth, an increase of almost 55 percent over 19 years, traffic delays and congestion have also intensified.

This traffic study evaluates the feasibility of extending Radar Road from US 17 to Town Center Boulevard (approximately 1,700' west of US 17). Currently, Radar Road is paved between US 17 and Thunderbolt Park (a distance of approximately 870'). The paved portion is adjacent to the Grace Anglican Church. West of the church property, a dirt road continues west for about 630' and provides access to parking areas (for Thunderbolt Park). A small retention pond is located west of the dirt road and east of the Town Center Boulevard roundabout. The study improvements include access-management and intersection-configuration modifications. Specific focus areas included crash histories, the needs of pedestrians/cyclists, existing vehicle queues, and congestion areas. Existing conditions (2020) and projected conditions (2045) were also used to identify roadway segments and intersections where travel times, delays and congestion are expected to deteriorate.

A proactive plan is suggested and numerous options to improve traffic flow within the study area were considered and/or identified. One short-term improvement is recommended – the County should consider installing flexible, retroreflective backplates on all traffic signal heads.

Long-term improvements are also recommended and include the following:

- Construct Radar Road from Town Center Boulevard to US 17. This connection will likely draw traffic from East-West Parkway and Village Square Parkway in addition to the new apartment complex and Thunderbolt Park. The additional traffic will exceed volumes required for a traffic signal. FDOT will require an Intersection Control Evaluation (ICE) at the US 17 intersection because new signalization is proposed. The purpose of ICE is to consider multiple context-sensitive control strategies when planning a new or modified intersection. From the existing volumes and projected traffic, a restricted crossing U-turn is anticipated to work efficiently and safely at this location and was proposed as a potential improvement. The estimated cost for the Radar Road improvements is **\$6,467,943**.
- Construct a second northbound-to-westbound left-turn bay at the intersection of US 17 and East-West Parkway. This intersection experiences heavy northbound-to-westbound left-turn volumes, especially during the PM peak hour. Currently, there is a single left-turn bay at this location. It appears the existing roadway width will allow the construction of a dual left-turn bay if the US 17 lane widths in this area are reduced to 11'. Additionally based on the volumes, restriping the eastbound approach to include two right-turn lanes and one left-turn lane is recommended. Based on the volumes, this configuration would make the intersection much more efficient. Please refer to the Concept Diagrams in Appendix D. The estimated cost for these improvements is **\$610,158**.
- Construct right-turn bays on the northbound, southbound, and eastbound approaches at the signalized intersection of East-West Parkway and Town Center Boulevard to improve the intersection's efficiency. Please refer to the Concept Diagrams in Appendix D. The estimated cost for these improvements is **\$241,891**.
- Construct a signal at the intersection of Town Center Parkway and Village Square Parkway. Please refer to the Concept Diagrams in Appendix D. The estimated cost for these improvements is **\$329,633**.

I. Introduction

The North Florida TPO asked England-Thims & Miller, Inc. (ETM) to identify potential/reasonable traffic- and safety-related improvements for Radar Road between US 17 and Town Center Boulevard. For this analysis, the project limits include Village Square Parkway (southern limit), Town Center Boulevard (western limit), East-West Parkway (northern limit) and US 17 (eastern limit). The study's purpose is to identify planning opportunities to construct operational/safety improvements, address mobility deficiencies, and implement traffic-flow enhancements.

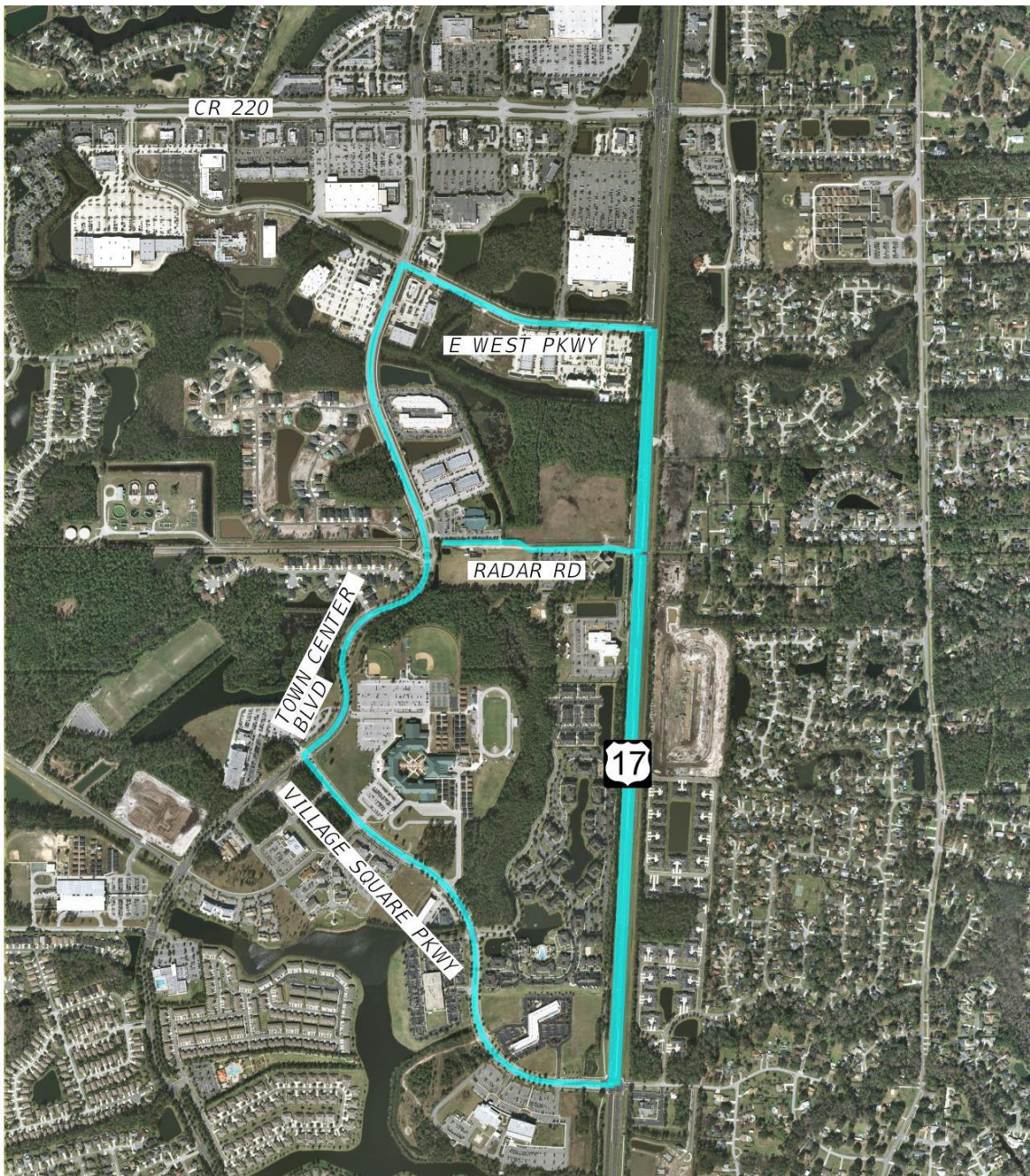


Figure 1 – Project Limits

II. Existing Conditions

Table 1 summarizes the existing conditions for the study corridor. The condition diagrams are provided in Appendix A.

Table 1: Existing Conditions

Feature	Description
Area Location	Clay County
Surrounding Development	The corridor area is predominantly suburban
US 17	<ul style="list-style-type: none"> • <u>Cross Section</u> – six-lane, divided highway • <u>Posted Speed Limit</u> – 55 mph • <u>AADT</u> – 38,300 vpd with a daily T-factor of 6.6% • <u>Sidewalks</u> exist along the west side of the entire section • <u>Street lighting</u> only at the Village Square Parkway, Radar Road, and East-West Parkway intersections
East-West Parkway	<ul style="list-style-type: none"> • <u>Cross Section</u> – four-lane, divided urban • <u>Posted Speed Limit</u> – 35 mph • <u>AADT</u> – 1,900 vpd • <u>Sidewalks</u> exist on both sides of the roadway within the study limits • <u>Street lighting</u> exists within the study limits
Town Center Boulevard	<ul style="list-style-type: none"> • <u>Cross Section</u> – four-lane, divided urban • <u>Posted Speed Limit</u> – 25 mph/35 mph • <u>AADT</u> – 2,200 vpd • <u>Sidewalks</u> exist on both sides of the roadway within the study limits • <u>Street lighting</u> exists within the study limits
Village Square Parkway	<ul style="list-style-type: none"> • <u>Cross Section</u> – four-lane, divided urban • <u>Posted Speed Limit</u> – 25 mph • <u>AADT</u> – 2,300 vpd • <u>Sidewalks</u> exist on both sides of the roadway within the study limits • <u>Street lighting</u> exists within the study limits
Radar Road	<ul style="list-style-type: none"> • <u>Cross Section</u> – two-lane, undivided • <u>Posted Speed Limit</u> – No posted speed limit • <u>Sidewalks</u> do not currently exist • <u>Street lighting</u> exists near US 17 (for the Grace Anglican Church)

III. Traffic Conditions

There are two FDOT Traffic Count Stations within the study limits, one on US 17 and one on Town Center Boulevard. Historical traffic data and traffic characteristics are shown in Table 2 below:

Table 2: Historical Local Traffic Data and Characteristics

Characteristics	FDOT Count Station	
	710189	719127
	US 17 0.6 miles south of CR 220	Town Center Blvd 0.1 miles west of US 17
2005 AADT	35,738	n/a
2006 AADT	37,009	n/a
2007 AADT	37,502	n/a
2008 AADT	36,236	n/a
2009 AADT	36,304	n/a
2010 AADT	36,439	n/a
2011 AADT	35,562	n/a
2012 AADT	35,587	n/a
2013 AADT	35,557	n/a
2014 AADT	36,239	n/a
2015 AADT	37,447	1,950
2016 AADT	38,922	2,000
2017 AADT	40,139	2,000
2018 AADT	40,400	2,050
2019 AADT	41,487	2,300
2020 AADT	38,262	2,200
2019 K-Factor	9	9
2019 D-Factor	54.8	54.5
2019 T-Factor	6.6	1.3

As shown in Figure 2 (next page), the US 17 traffic volumes within the study corridor have remained generally consistent since 2005. Although COVID-19 greatly reduced the 2020 volumes, it is anticipated that the 2021 volumes will rebound to approach the 2019 volumes (more than 40,000 vehicles per day).

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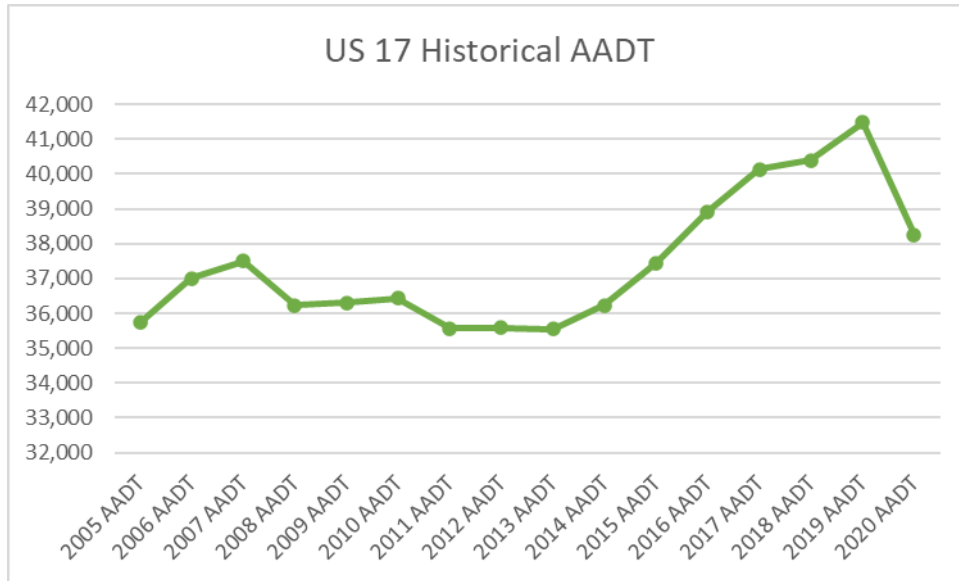


Figure 2 – US 17 – Historic Traffic Volumes

Source: Florida Department of Transportation's Florida Traffic Online

Eight-hour turning-movement counts were collected from 6:30-9:00 AM, 11:30 AM-1:30 PM, and 2:30-6:30 PM, and included pedestrian/bicycle activity at the following intersections:

- US 17 and East-West Parkway (signalized)
- US 17 and Radar Road/Pine Forest Drive
- US 17 and the driveway serving the River Christian Church
- US 17 and Copper Stone Drive
- US 17 and Village Square Parkway/Water Oak Lane
- Town Center Boulevard at the existing roundabout (just west of Thunderbolt Park)
- Town Center Boulevard and East-West Parkway
- Town Center Boulevard and Village Square Parkway

All traffic data collected as part of this study is included in **Appendix F**.

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IV. Collision Analysis

Within the study area, crash data was obtained from FDOT’s Crash Analysis Reporting System (CARS) and the University of Florida’s *Signal Four Analytics* for the period between January 1, 2017 and December 31, 2019. During this time, a total of 266 crashes were reported within the study corridor. An annual summary of the crash types (Table 3), crash severities (Table 4), and lighting/roadway conditions (Table 5) are shown on the following page:

Table 3: Crash Types by Year

Year	2017	2018	2019	SUM
Type				
Angle	6	9	10	25
Animal	0	2	1	3
Bicycle	4	0	0	4
Head On	3	0	0	3
Left Turn	4	4	13	21
Off Road	1	11	7	19
Other	11	6	2	19
Pedestrian	1	1	0	2
Rear End	37	47	42	126
Right Turn	2	1	0	3
Rollover	0	1	1	2
Sideswipe	13	7	10	30
Unknown	2	7	0	9
TOTAL	84	96	86	266

Table 4: Crash Severity by Year

Year	2017	2018	2019	SUM
Type				
Fatal	1	0	2	3
Incapacitating	11	8	6	25
Non-Incapacitating	16	17	15	48
Possible	0	0	0	0
Property Damage Only	56	71	63	192
TOTAL	84	96	86	266

Table 5: Lighting and Roadway Condition by Year

Year	2017	2018	2019	SUM
Type				
Lighting Condition				266
Daylight	61	74	68	203
Dark - Lighted	10	14	11	35
Dark - Not Lighted	5	6	3	14
Dusk/Dawn	7	2	4	13
Unknown	1	0	0	1
Roadway Condition				266
Dry Pavement	72	67	74	213
Wet Pavement	10	28	12	50
Unknown	2	1	0	3

Additional collision information:

- Three crashes (1.1%) resulted in three fatalities and 73 crashes (27.8%) resulted in 112 injuries
- There were 50 (18.8%) wet-pavement crashes and 63 (23.3%) nighttime crashes, which included dawn and dusk collisions
- The total property damage amount for all 266 crashes was estimated to be \$1,280,460.

Detailed crash summaries for each intersection and collision diagrams are located in **Appendix B** and **Appendix C**, respectively. The three fatal crashes are summarized below:

Wednesday, January 25, 2017 at 6:45 PM: A southbound vehicle on US-17 in the southbound center lane veered across the left lane onto the northbound lanes into the path of oncoming traffic. The southbound vehicle collided with three vehicles heading northbound. The driver of the vehicle heading southbound received fatal injuries from the collision. The drivers' blood-alcohol concentration was not a factor in this crash. The collision occurred on dry pavement under dusk conditions (Crash Report No. 85455282).

Thursday, January 17, 2019 at 12:52 PM: A southbound vehicle on US 17 was stopped in the eastbound left-turn lane at Copper Stone Drive. The driver attempted to complete the left turn directly in front of a northbound vehicle on US 17. The driver of the vehicle heading northbound was unable to avoid the left-turning vehicle and received fatal injuries from the collision. The drivers' blood-alcohol concentration was not a factor in this crash. The collision occurred on dry pavement under daylight conditions (Crash Report No. 87272696).

Sunday, February 17, 2019 at 7:35 PM: A northbound vehicle on Town Center Blvd (approximately 485' north of Village Square Parkway) failed to maintain its lane and collided with a tree in the outside grass shoulder. The driver received fatal injuries from the collision. The driver's blood-alcohol concentration was 0.210%. The collision occurred on dry pavement under dark lighted conditions (Crash Report No. 85220844).

V. Planned Improvements Near Radar Road

There is 180-unit apartment complex planned in the northwest corner of US 17 and Radar Road. Two full access connections to Radar Road are proposed.

VI. Traffic Operational Analysis

A. 2020 Existing Year Results

Operational analyses of existing conditions were conducted using Synchro/SimTraffic analysis software. Intersection turning-movement counts were collected to accurately reflect traffic flows at critical intersections within the study area. The existing roadway network (with 2020 traffic volumes) was analyzed and the LOS results were determined. The analyses at the signalized intersections were based on existing traffic signal timing at the each location.

Synchro software was used to model the roadway network and provide a detailed analysis of the signalized operations. This program considers the effects of signal spacing and signal coordination, including actuated and semi-actuated signal operations, and incorporates traffic volumes, signal timing and vehicle detection. The model output includes intersection approach delays, volume-to-capacity ratios, estimated queue lengths and level-of-service (LOS) results. SimTraffic uses the Synchro model to simulate system-wide traffic operations and produces a visual model of the operating roadway network. This software was used to form a complete and detailed analysis of the system operations. Please refer to Table 6 for the 2020 LOS and Delay results and Appendix H for the supporting traffic-analysis documentation.

Table 6 – Radar Road Signalized Intersections – Synchro Results 2020 AM and PM Peak Hours

Radar Road Extension Feasibility Study Intersections Synchro Results 2020 AM and PM Peak									
Intersection	Approach	Approach Delay (sec/veh)		Approach LOS		Intersection Delay (sec/veh)		Intersection LOS	
		AM	PM	AM	PM	AM	PM	AM	PM
US 17 & Village Square Pkwy / Water Oak Lane (signal)	Village Square Pkwy EB	30.3	43.9	C	D	30.9	17.1	C	B
	Water Oak Lane WB	52.8	43.3	D	D				
	US 17 NB	29.9	9.8	C	A				
	US 17 SB	29	16	C	B				
US 17 & Radar Road / Pine Forest (TWSC)	Radar Road EB	15.3	359	B	F	0.4	0.9	A	A
	Pine Forest WB	23	21	C	C				
	US 17 NB	0	0	A	A				
	US 17 SB	0.7	0.3	A	A				
US 17 & East West Pkwy (signal)	East West Pkwy EB	41.9	57.6	D	E	14.3	27.7	B	C
	US 17 NB	12.1	15.1	B	B				
	US 17 SB	12.1	29.1	B	C				
Town Center Blvd & East West Pkwy (signal)	East West Pkwy EB	12.6	17.7	B	B	9.1	13.8	A	B
	East West Pkwy WB	10.9	17.3	B	B				
	Town Center Blvd NB	6.9	10.6	A	B				
	Town Center Blvd SB	7.3	10.3	A	B				
Town Center Blvd & Radar Road (roundabout - 1 lane)	Radar Road EB	5.8	4.7	A	A	7.7	6.5	A	A
	Radar Road WB	n/a	n/a	n/a	n/a				
	Town Center Blvd NB	6	6.6	A	A				
	Town Center Blvd SB	8.8	6.4	A	A				
Town Center Blvd & Village Square Pkwy (AWSC)	Village Square Pkwy EB	14.7	11.7	B	B	24.4	14	C	B
	Village Square Pkwy WB	25.9	13.7	C	B				
	Town Center Blvd NB	26.6	14.6	C	B				
	Town Center Blvd SB	20.3	13.8	C	B				

Intersection Level of Service (LOS) – Existing Conditions

Radar Road at US 17

Although the Synchro results indicate the eastbound movement fails (LOS F) during the PM peak hour, it should be noted this movement only included two (2) left-turning vehicles. It is unlikely that either of these motorists waited 359 seconds (approximately 6 minutes) to complete this eastbound-to-northbound movement.

East West Parkway at US 17

Although the Synchro results indicate the eastbound movement fails (LOS F) during the PM peak hour, it should be noted this movement currently includes two (2) left-turn lanes and a single right-turn lane. Based on the existing turning movement counts collected during the PM peak hour, 122 vehicles turn left while 453 vehicles turn right. Since there are almost four times more traffic turning right than left during this time, it may be beneficial to provide a single left-turn lane and two (2) right-turn lanes.

As shown, all other targeted intersections/approaches operate at acceptable levels during the AM and PM peak hours.

B. 2045 Projected Conditions

To determine future traffic growth on Radar Road and the intersecting streets, Clay County’s traffic counts and FDOT’s Traffic Online historical volumes were averaged on a yearly basis from 2009 to 2019. Projected (2045) traffic volumes were developed by extrapolating 2020 traffic volumes for a 26-year future growth window assuming an annualized growth rate.

To provide realistic volumes, a minimum increase of 2 percent per year was applied to the Radar Road projections. Historic traffic volumes and growth rates developed for this study are provided in Appendix G.

Operational analyses of future conditions were also conducted using Synchro/SimTraffic analysis software. Of note, the future conditions did **not** include a Radar Road connection to Town Center Boulevard. Please refer to Table 7 for the 2045 LOS and Delay results (with no Radar Road connection) and Appendix I for the supporting traffic-analysis documentation.

Table 7 – Radar Road Signalized Intersections – Synchro Results 2045 AM and PM Peak Hours

Radar Road Extension Feasibility Study Intersections Synchro Results 2045 AM and PM Peak (without Radar Road connection and ONLY Signal Timing Optimization)									
Intersection	Approach	Approach Delay (sec/veh)		Approach LOS		Intersection Delay (sec/veh)		Intersection LOS	
		AM	PM	AM	PM	AM	PM	AM	PM
US 17 & Village Square Pkwy / Water Oak Lane (signal)	Village Square Pkwy EB	79.2	49	E	D	63.9	36.6	E	D
	Water Oak Lane WB	134	2.8	F	A				
	US 17 NB	54.1	39.1	D	D				
	US 17 SB	60.1	33.3	E	C				
US 17 & Radar Road / Pine Forest (TWSC)	Radar Road EB	24.1	*	C	*	24.1	1.9	C	A
	Pine Forest WB	0	0	A	A				
	US 17 NB	0.1	0	A	A				
	US 17 SB	8	3.3	A	A				
US 17 & East West Pkwy (signal)	East West Pkwy EB	19	148.2	B	F	16.1	88.3	B	F
	US 17 NB	14.4	37.1	B	D				
	US 17 SB	18.2	113.1	B	F				
Town Center Blvd & East West Pkwy (signal)	East West Pkwy EB	18.2	71.3	B	E	13.2	72.9	B	E
	East West Pkwy WB	16.3	74.9	B	E				
	Town Center Blvd NB	10	69.5	A	E				
	Town Center Blvd SB	9.6	76.3	A	E				
Town Center Blvd & Radar Road (roundabout - 1 lane)	Radar Road EB	9.6	7.1	A	A	18.7	11.5	B	B
	Radar Road WB	n/a	n/a	n/a	n/a				
	Town Center Blvd NB	9.2	12	A	B				
	Town Center Blvd SB	24.9	11.1	C	B				
Town Center Blvd & Village Square Pkwy (AWSC)	Village Square Pkwy EB	21.4	16.6	C	B	158.4	53.4	F	D
	Village Square Pkwy WB	186.7	49.2	F	D				
	Town Center Blvd NB	198.8	67.6	F	E				
	Town Center Blvd SB	79.7	45.2	E	D				

* Synchro delay exceeds 400 seconds

As shown in Table 7, numerous deficiencies (LOS E and LOS F results) will need to be addressed. The following summaries are provided for each of these intersections:

Village Square Parkway/Water Oak Lane at US 17

If no improvements are implemented, westbound motorists will experience unacceptable congestion during the 2045 AM peak hour. It should be noted the thru and right-turn traffic are currently constrained to one approach lane. Because there are significant volumes for both the thru and right-turn movements, it may be beneficial to provide a dedicated westbound right-turn lane at this intersection.

Radar Road at US 17

Although the Synchro results indicate the eastbound movement will continue to fail (LOS F) during the PM peak hour, it should be noted this movement only included four (4) left-turning vehicles. It is unlikely that these motorists waited more than 400 seconds (approximately 7 minutes) to complete the eastbound-to-northbound movement.

East West Parkway at US 17

Although the Synchro results indicate the eastbound and southbound movements fail (LOS F) during the PM peak hour, it should be noted this is before proposed improvements are in place (which include eastbound dual-right turn bays and northbound dual-left turn bays).

East West Parkway at Town Center Boulevard

Although the Synchro results indicate all approaches will experience unacceptable delays (LOS E) during the PM peak hour, it should be noted this is before proposed improvements are in place (which includes dedicated right-turn bays).

Town Center Boulevard at Village Square Parkway

Although the Synchro results indicate the northbound, southbound and westbound approaches will experience unacceptable delays (LOS E/LOS F) during the PM peak hour, it should be noted this is before proposed improvements are in place (which include replacing the all-way STOP control with a traffic signal).

VII. Potential Operational Improvements

Intersection Level of Service (LOS) – Future Conditions (2045)

After identifying the intersections that were expected to experience unacceptable delays in 2045, additional operational analyses of future conditions (with potential improvements) were also completed using Synchro/SimTraffic analysis software. The primary improvement that was considered as part of this study was the possibility of connecting Radar Road to the roundabout on Town Center Boulevard. Please see Table 10 (next page) for the 2045 LOS and Delay results (with potential improvements in place) and refer to Appendix J for the supporting traffic-analysis results. The following summaries are provided for each intersection:

Village Square Parkway/Water Oak Lane at US 17

Providing a dedicated westbound right-turn lane at this intersection is recommended.

Radar Road at US 17

Because the proposed improvements include the extension of Radar Road to Town Center Boulevard, and because the resulting traffic models indicate significant traffic volumes will use Radar Road to gain access to US 17, providing a signalized directional median opening is recommended.

East West Parkway at US 17

Providing additional intersection capacity (eastbound dual-right turn bays and northbound dual-left turn bays) is recommended.

East West Parkway at Town Center Boulevard

Recommendations include constructing dedicated right-turn bays at this location.

Town Center Boulevard at Village Square Parkway

Replacing the all-way STOP control with a traffic signal is recommended.

As shown in Table 8, the above improvements will provide acceptable LOS results in 2045. Although the Synchro results continue to indicate Radar Road’s eastbound movement (at US 17) will fail during the PM peak hour, it should be noted the SimTraffic (simulation) results do not support this outcome.

Table 8 – Radar Road (With Proposed Improvements) – 2045 AM/PM Synchro Results

Radar Road Extension Feasibility Study Intersections Synchro Results 2045 AM and PM Peak (with Radar Road Connection)									
Intersection	Approach	Approach Delay (sec/veh)		Approach LOS		Intersection Delay (sec/veh)		Intersection LOS	
		AM	PM	AM	PM	AM	PM	AM	PM
US 17 & Village Square Pkwy / Water Oak Lane (signal)	Village Square Pkwy EB	39.5	20.2	D	C	51.6	31.4	D	C
	Water Oak Lane WB	69.4	22.2	E	C				
	US 17 NB	42.4	34.7	D	C				
	US 17 SB	64.6	31.1	E	C				
US 17 & Radar Road / Pine Forest (signal)	Radar Road EB	18.7	123.1	B	F	5.8	64.1	A	E
	Pine Forest WB	1.6	15.1	A	B				
	US 17 NB	3.1	34.8	A	C				
	US 17 SB	8.1	75.5	A	E				
US 17 & East West Pkwy (signal)	East West Pkwy EB	20	46.6	C	D	13.6	32.5	B	C
	US 17 NB	12.4	19.6	B	B				
	US 17 SB	13.9	39.1	B	D				
Town Center Blvd & East West Pkwy (signal)	East West Pkwy EB	20.5	39.8	C	D	17.2	35.7	B	D
	East West Pkwy WB	16.9	35.4	B	D				
	Town Center Blvd NB	15.6	33.4	B	C				
	Town Center Blvd SB	16.4	35.1	B	D				
Town Center Blvd & Radar Road (roundabout - 1 lane)	Radar Road EB	12	9.6	B	A	32.9	18.4	C	B
	Radar Road WB	15.7	18.9	B	B				
	Town Center Blvd NB	8.2	16.1	A	B				
	Town Center Blvd SB	56.1	20.5	E	C				
Town Center Blvd & Village Square Pkwy (signal)	Village Square Pkwy EB	79.4	11.5	E	B	36.3	11.8	D	B
	Village Square Pkwy WB	15.8	11.1	B	B				
	Town Center Blvd NB	54.2	9.3	D	A				
	Town Center Blvd SB	32.1	14.5	C	B				

VIII. Summary of Recommendations

Potential traffic-flow improvements were identified and analyzed. A proactive plan is suggested and numerous options to improve traffic flow within the study area were considered and/or identified. One short-term improvement is recommended – the County should consider installing flexible, retroreflective backplates on all traffic signal heads.

Long-term improvements are also recommended and include the following:

- Construct Radar Road from Town Center Boulevard to US 17. This connection will likely draw traffic from East-West Parkway and Village Square Parkway in addition to the new apartment complex and Thunderbolt Park. The additional traffic will exceed volumes required for a traffic signal. However, FDOT will require an Intersection Control Evaluation (ICE) at the US 17 intersection because new signalization is proposed. The purpose of ICE is to consider multiple context-sensitive control strategies when planning a new or modified intersection. From the existing volumes and projected traffic, a restricted crossing U-turn is anticipated to work efficiently and safely at this location and was proposed as a potential improvement. The estimated cost for the Radar Road improvements is **\$6,467,943**. These costs do not involve right-of-way or coordination efforts. Based on preliminary research, significant coordination efforts will be required.

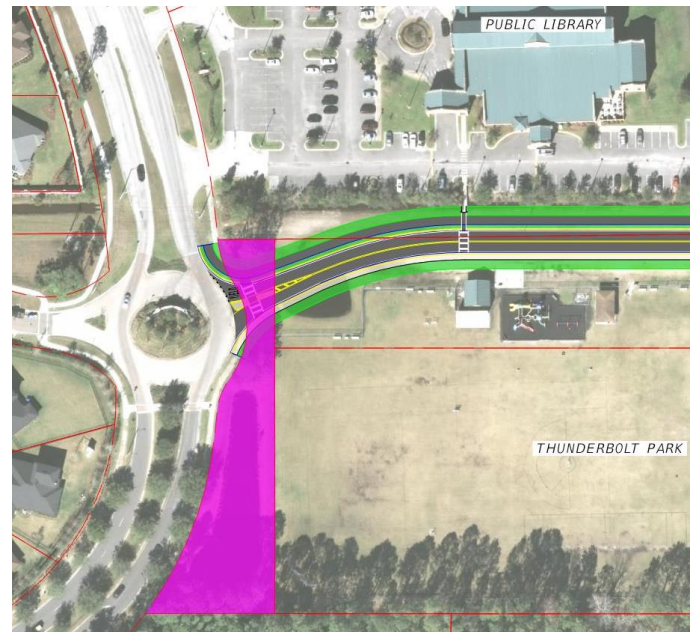
- Construct a second northbound-to-westbound left-turn bay at the intersection of US 17 and East-West Parkway. This intersection experiences heavy northbound-to-westbound left-turn volumes, especially during the PM peak hour. Currently, there is a single left-turn bay at this location. It appears the existing roadway width will allow the construction of a dual left-turn bay if the US 17 lane widths in this area are reduced to 11'. Additionally based on the volumes, restriping the eastbound approach to include two right-turn lanes and one left-turn lane is recommended. Based on the volumes, this configuration would make the intersection much more efficient. Please refer to the Concept Diagrams in Appendix D. The estimated cost for these improvements is **\$610,158**.
- Construct right-turn bays on the northbound, southbound, and eastbound approaches at the signalized intersection of East-West Parkway and Town Center Boulevard to improve the intersection's efficiency. Please refer to the Concept Diagrams in Appendix D. The estimated cost for these improvements is **\$241,891**.
- Construct a signal at the intersection of Town Center Parkway and Village Square Parkway. Please refer to the Concept Diagrams in Appendix D. The estimated cost for these improvements is **\$329,633**.

Details for the cost estimates are included in **Appendix E**.

IX. Other Considerations

A marked crosswalk was conceptually included at the sidewalk connection between the library and the park. During design, this crosswalk can be enhanced in several ways: two potential improvements include a Rectangular Rapid Flashing Beacon and/or a raised crosswalk.

Significant coordination will be required for the completion of the Radar Road connection at the existing roundabout. Specifically, an easement or right-of-way will be required from the Fleming Island Plantation CDD (identified to the right in pink). Coordination with the FDOT will be required for the connection to US 17, which will likely result in an Intersection Control Evaluation. Several other stakeholders were also identified, including the Public Library, Thunderbolt Park, the Apartment complex, and the Grace Anglican Church.



Currently there are numerous easements surrounding the church and the apartments, including a 30' CEC easement, a 40' drainage and utility easement, and a 100' easement. The shared-use path may need to be moved to the south side of Radar Road to avoid impacting the existing drainage easement.

The proposed Radar Road improvement project will require stormwater treatment and attenuation to meet current SJRWMD criteria. Based on approximately 1.46 acres of additional impervious area, the stormwater management system requirements are estimated to be 0.25 acres. Due to the nature of the project and the adjacent parcel constraints, joint-use ponds appear to be the best alternative. Roadway runoff would be captured by storm drain systems and conveyed into modified ponds at the Grace Anglican Church (east end of the project), and at the Fleming Island Plantation roundabout (west end of the project). Since the Grace Anglican Church pond was sized to capture the runoff from the existing Radar Road pavement section, the pond modifications should be minimal to accommodate half of the proposed project area. The western half of Radar Road could be conveyed to the Fleming Island Plantation roundabout pond. This pond modification would also need to replace the existing park pond (approximately 0.08 acres) impacted by the Radar Road improvements in addition to approximately half of Radar Road's stormwater. SJRWMD will require legal agreements for the joint use of the existing ponds.

Modifications to the Grace Anglican Church pond include steepening the pond bank side slopes and adjusting the existing control structure to provide the required treatment and attenuation. As this pond discharges to the FDOT right-of-way, the existing drainage connection permit will need to be modified. Adjustment to the pond side slopes will also require fencing between the US 17/SR 15 path and the pond bank to provide safety for all users. The Fleming Island Plantation roundabout pond will also require pond side slope steepening and possibly a new control structure. The existing pond currently discharges south into the Town Center Boulevard storm drain system to the Johns Landing subdivision pond and the adjacent wetland area. Fencing would be required to protect users of the park and adjacent sidewalk. An alternative to fencing is enlarging the ponds to meet the attenuation and treatment requirements.

While the Fleming Island Library pond is owned by Clay County, it falls within FEMA flood zone AE. Therefore, the existing pond is part of a studied stream and any modification will require hydraulic model updates and FEMA administrator approval. This pond alternative could lengthen and complicate the permitting process.

Finally, there is an outfall ditch conveying stormwater flows along the north side of Radar Road from the west to US 17/SR 15. The pond outflows from the Clay County Utility Authority WWTP, Eagle Nest Preserve subdivision, and library wetland overflows are conveyed within a 40'-wide ingress, egress, and drainage easement. The proposed improvements to Radar Road should be carefully designed so as to not impact this outfall ditch. Impacts such as filling or piping will require a stormwater design that accounts for a significant offsite area to ensure no adverse impacts to the upstream systems are generated by the new tailwater conditions. Furthermore, the replacement conveyance would have to be sized for the 25-year design storm and could prove to be costly.

APPENDIX

Appendix A: Existing Condition Diagrams

Appendix B: Crash Tables

Appendix C: Collision Diagrams

Appendix D: Concept Plans

Appendix E: Opinion of Probable Costs

Appendix F: 2020 Turning Movement Volumes

Appendix G: Study Area Historical AADT Volume and Growth Rates

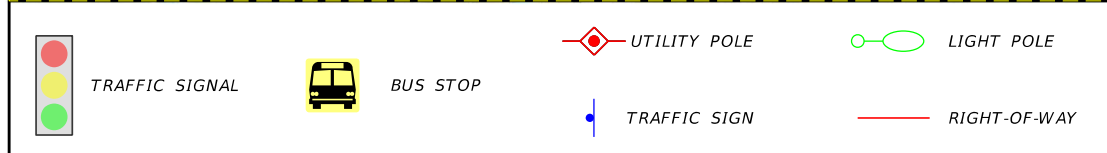
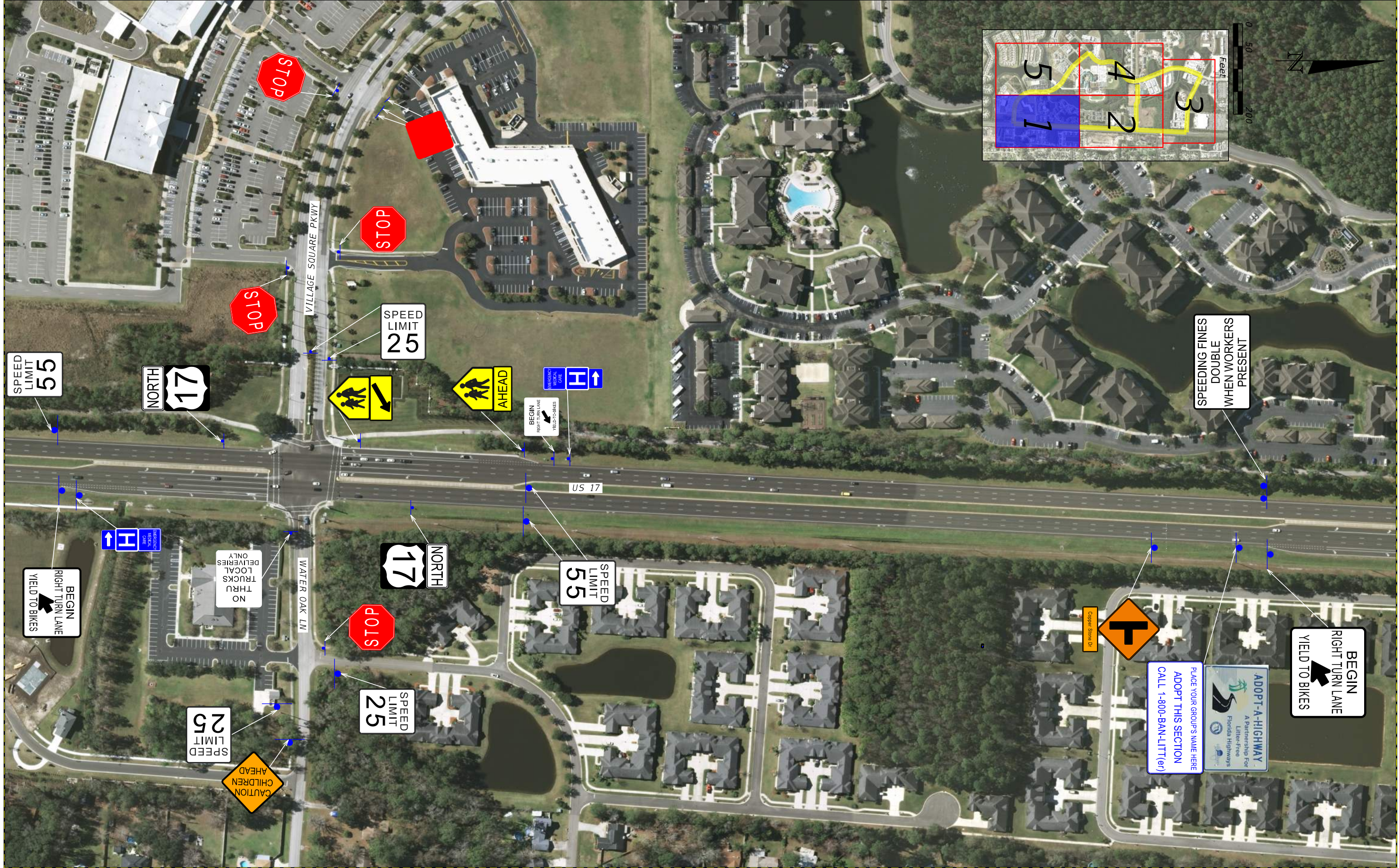
Appendix H: 2020 Volumes Synchro Analysis Results

Appendix I: 2045 Projected Volumes Synchro Analysis Results

Appendix J: 2045 Projected Volumes (With Proposed Improvements) Synchro
Analysis Results

Appendix A:

Existing Condition Diagrams

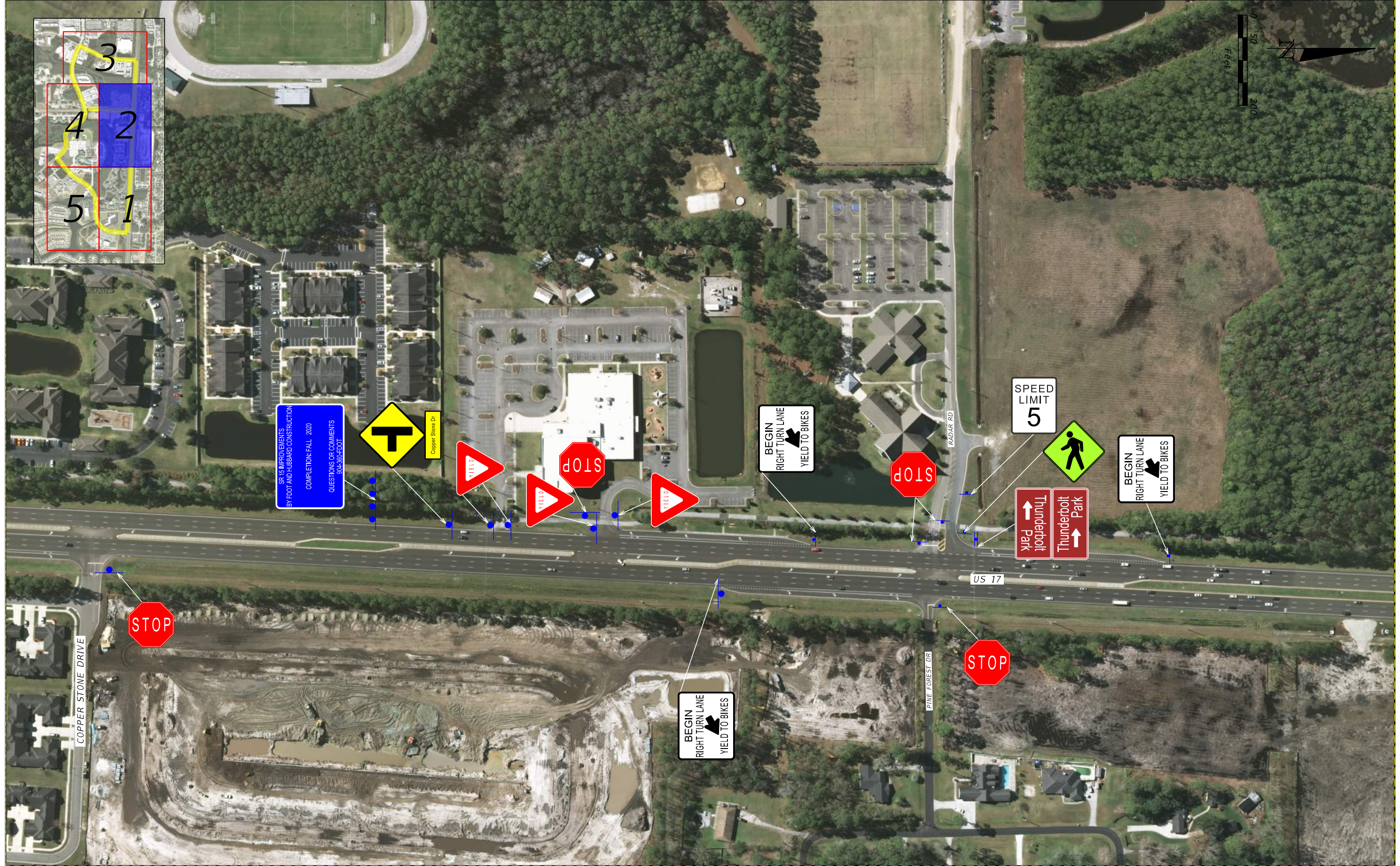
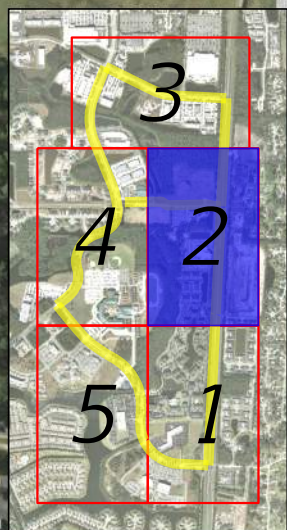


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**RADAR ROAD
 CONDITION DIAGRAM**

SHEET NO.
 1



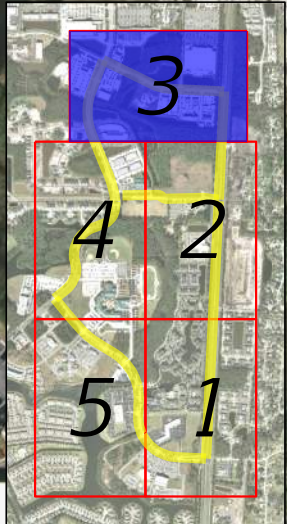
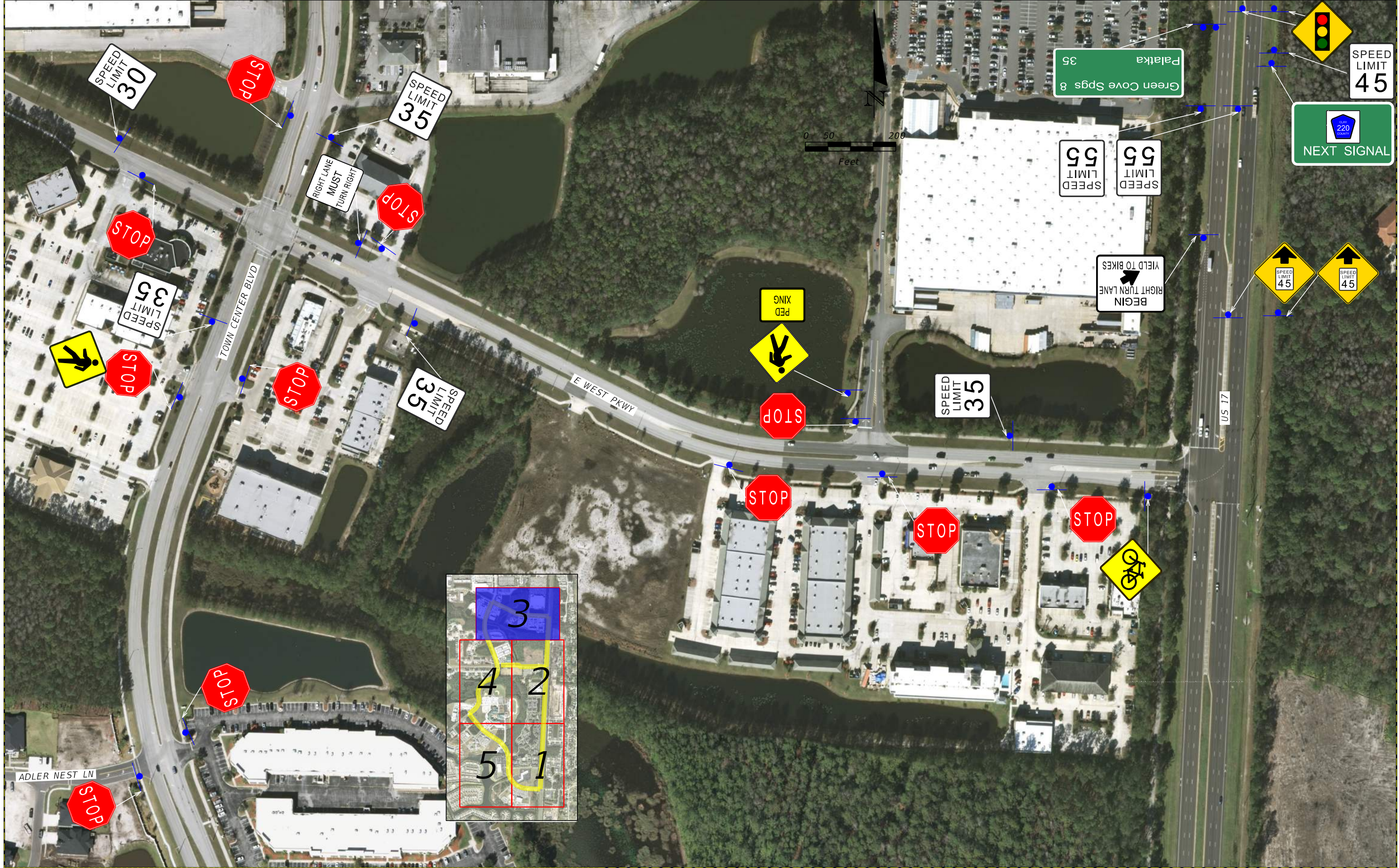
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	TRAFFIC SIGN		RIGHT-OF-WAY				

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*RADAR ROAD
 CONDITION DIAGRAM*

SHEET NO.
 2



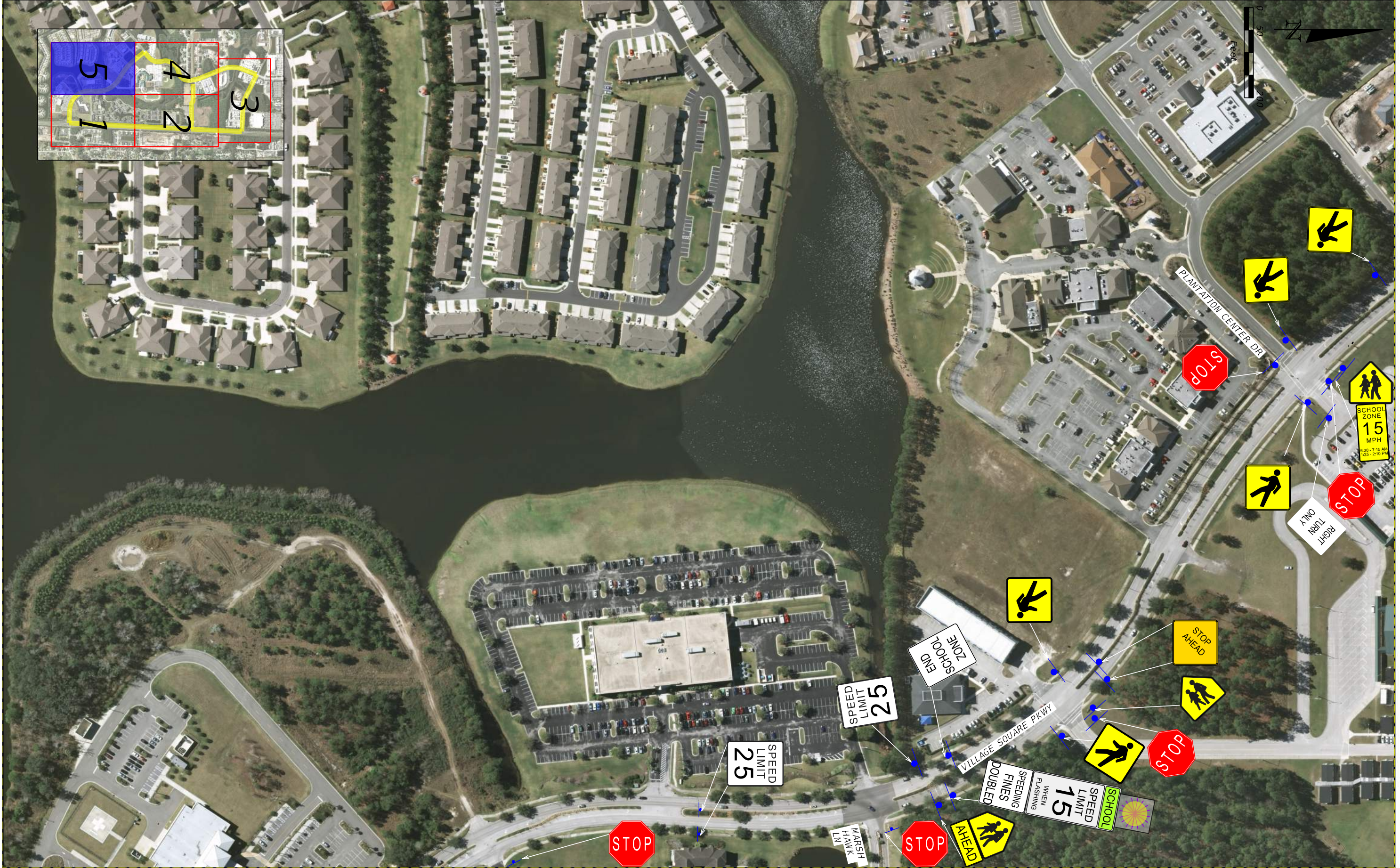
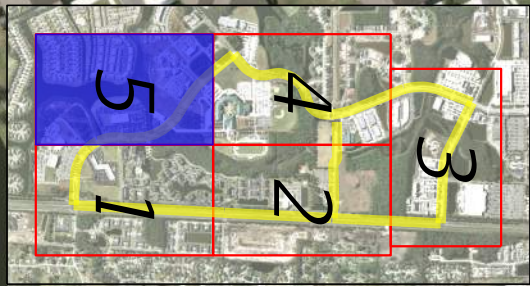
	TRAFFIC SIGNAL		BUS STOP		UTILITY POLE		LIGHT POLE
	TRAFFIC SIGN		RIGHT-OF-WAY				

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*RADAR ROAD
 CONDITION DIAGRAM*

SHEET NO.
 3



	TRAFFIC SIGNAL		BUS STOP		UTILITY POLE		LIGHT POLE
	TRAFFIC SIGN		RIGHT-OF-WAY				

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 MARK S. MANWELL, P.E.

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*RADAR ROAD
 CONDITION DIAGRAM*

SHEET NO.
 5

Appendix B:
Crash Tables

State of Florida Department of Transportation

COLLISION SUMMARY

General Information

Road:	US 17 / East West Pkwy	Study Period:	1/1/17	To:	12/31/19
Section:	Town Center Blvd / Village Square Pkwy	Data by:	ETM		
County:	Clay	Date:	7/1/2021		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
1	1/3/2017	Tue	12:52 PM	0	0	\$0	Unknown			Followed Too Closely		
2	1/7/2017	Sat	2:00 PM	0	0	\$5,000	Angle	Day	Dry	Failed to Yield ROW		
3	1/19/2017	Thu	7:18 AM	0	1	\$5,000	Other	Night	Wet	Careless Driving		
4	1/25/2017	Wed	6:45 PM	1	2	\$22,400	Head On	Night	Dry	Unknown		
5	1/26/2017	Thu	3:49 PM	0	0	\$1,000	Rear End	Day	Wet	Careless Driving		
6	2/2/2017	Thu	8:53 PM	0	0	\$1,000	Head On	Night	Dry	DUI		
7	2/6/2017	Mon	9:12 AM	0	0	\$1,850	Rear End	Day	Dry	Careless Driving		
8	2/10/2017	Fri	2:15 PM	0	1	\$3,000	Rear End	Day	Dry	Failed to Yield ROW		
9	2/11/2017	Sat	7:30 AM	0	0	\$10,000	Other	Night	Unknown	Careless Driving		
10	2/14/2017	Tue	4:09 PM	0	1	\$5,500	Rear End	Day	Dry	Careless Driving		
11	2/24/2017	Fri	9:58 AM	0	1	\$700	Bicycle	Day	Dry	Failed to Yield ROW		
12	2/27/2017	Mon	12:48 PM	0	0	\$0	Other	Day	Dry	Improperly Securing Load		
13	2/28/2017	Tue	4:35 PM	0	0	\$17,500	Right Turn	Day	Dry	Failed to Yield ROW		
14	3/1/2017	Wed	8:55 AM	0	0	\$0	Rear End	Day	Dry	Followed Too Closely		
15	3/6/2017	Mon	2:03 PM	0	1	\$2,500	Rear End	Day	Dry	Careless Driving		
16	3/8/2017	Wed	7:01 PM	0	0	\$2,800	Rear End	Night	Dry	DUI		
17	3/16/2017	Thu	1:35 PM	0	0	\$0	Sideswipe	Day	Dry	Improper Turn		
18	3/18/2017	Sat	12:40 PM	0	0	\$0	Sideswipe	Day	Dry	Failed to Yield ROW		
19	4/2/2017	Sun	9:50 AM	0	1	\$1,000	Rear End	Day	Dry	Careless Driving		
20	4/3/2017	Mon	7:13 AM	0	0	\$0	Sideswipe	Night	Dry	Careless Driving		
21	4/8/2017	Sat	8:38 PM	0	2	\$2,000	Left Turn	Night	Dry	DUI		
22	4/21/2017	Fri	3:00 PM	0	0	\$1,000	Off Road	Day	Dry	Careless Driving		
23	4/23/2017	Sun	10:38 AM	0	0	\$0	Rear End	Day	Dry	Careless Driving		
24	4/24/2017	Mon	1:15 PM	0	0	\$0	Sideswipe	Day	Dry	Careless Driving		
TOTAL				1	10	\$82,250						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	1	8	15	9	2	1	1	1	4	1	1	4
PERCENT	4%	33%	63%	38%	8%	4%	4%	4%	17%	4%	4%	17%
Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	16	7	2	20	2	2	3	11	0	5	0	3
PERCENT	67%	29%	8%	83%	8%	8%	13%	46%	0%	21%	0%	13%

Total Vehicles Entering/ADT: _____ Collision Rate: _____ PER M.E.V.

State of Florida Department of Transportation

COLLISION SUMMARY

General Information

Road:	US 17 / East West Pkwy	Study Period:	1/1/17	To:	12/31/19
Section:	Town Center Blvd / Village Square Pkwy	Data by:	ETM		
County:	Clay	Date:	7/1/2021		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
25	4/29/2017	Sat	4:24 AM	0	2	\$8,000	Rear End	Day	Dry	Careless Driving
26	5/1/2017	Mon	7:20 AM	0	1	\$200	Pedestrian	Night	Dry	DUI
27	5/6/2017	Sat	12:09 PM	0	0	\$0	Sideswipe	Day	Dry	Improper Turn
28	5/17/2017	Wed	1:45 PM	0	3	\$4,000	Rear End	Day	Dry	Failed to Yield ROW
29	5/17/2017	Wed	3:08 PM	0	1	\$3,000	Rear End	Day	Dry	Careless Driving
30	5/19/2017	Fri	2:00 AM	0	0	\$8,750	Other	Night	Dry	Careless Driving
31	5/25/2017	Thu	8:15 AM	0	0	\$5,000	Rear End	Night	Dry	DUI
32	5/25/2017	Thu	2:51 PM	0	1	\$10,000	Other	Day	Dry	Careless Driving
33	5/30/2017	Tue	12:12 PM	0	1	\$50	Sideswipe	Day	Dry	Careless Driving
34	5/31/2017	Wed	6:45 PM	0	0	\$1,800	Rear End	Day	Dry	Careless Driving
35	6/6/2017	Tue	5:17 PM	0	0	\$6,500	Rear End	Night	Dry	Careless Driving
36	6/7/2017	Wed	11:27 AM	0	0	\$0	Rear End	Day	Dry	Failed to Yield ROW
37	6/9/2017	Fri	4:22 PM	0	0	\$0	Rear End	Day	Dry	Failed to Yield ROW
38	6/20/2017	Tue	11:20 AM	0	0	\$0	Other	Day	Dry	Careless Driving
39	6/20/2017	Tue	12:03 PM	0	0	\$0	Angle	Day	Dry	Careless Driving
40	6/21/2017	Wed	10:16 AM	0	0	\$3,400	Rear End	Night	Dry	DUI
41	6/22/2017	Thu	4:36 PM	0	1	\$250	Bicycle	Day	Dry	Careless Driving
42	7/2/2017	Sun	2:21 PM	0	1	\$500	Rear End	Day	Dry	Careless Driving
43	7/7/2017	Fri	6:11 PM	0	1	\$4,500	Right Turn	Day	Dry	Unknown
44	7/14/2017	Fri	6:20 PM	0	0	\$0	Rear End	Day	Wet	Careless Driving
45	7/22/2017	Sat	10:45 PM	0	0	\$2,000	Rear End	Day	Wet	Careless Driving
46	7/29/2017	Sat	9:33 AM	0	1	\$1,000	Rear End	Day	Wet	Followed Too Closely
47	8/7/2017	Mon	7:20 PM	0	0	\$11,200	Angle	Day	Dry	Careless Driving
48	8/14/2017	Mon	2:25 PM	0	0	\$250	Angle	Day	Dry	Improper Passing
TOTAL				0	13	\$70,400				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	10	14	13	0	3	0	1	2	0	2	3
PERCENT	0%	42%	58%	54%	0%	13%	0%	4%	8%	0%	8%	13%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	19	5	3	21	0	1	3	14	0	3	0	3
PERCENT	79%	21%	13%	88%	0%	4%	13%	58%	0%	13%	0%	13%

Total Vehicles Entering/ADT: _____ Collision Rate: _____ PER M.E.V. _____

COLLISION SUMMARY

General Information

Road:	US 17 / East West Pkwy	Study Period:	1/1/17	To:	12/31/19
Section:	Town Center Blvd / Village Square Pkwy	Data by:	ETM		
County:	Clay	Date:	7/1/2021		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
49	8/22/2017	Tue	2:05 PM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving		
50	8/23/2017	Wed	8:15 PM	0	0	\$2,300	Rear End	Night	Dry	Followed Too Closely		
51	8/24/2017	Thu	7:54 AM	0	0	\$5,000	Sideswipe	Day	Dry	Exceeded Speed		
52	8/26/2017	Sat	11:45 PM	0	0	\$2,000	Other	Night	Dry	Improper Backing		
53	8/26/2017	Sat	11:49 PM	0	0	\$1,200	Other	Night	Dry	Vehicle Malfunction		
54	8/27/2017	Sun	4:37 PM	0	0	\$4,000	Sideswipe	Day	Dry	Careless Driving		
55	8/28/2017	Mon	12:28 PM	0	0	\$4,500	Rear End	Day	Wet	Careless Driving		
56	9/9/2017	Sat	1:10 PM	0	0	\$1,000	Sideswipe	Day	Dry	Careless Driving		
57	9/13/2017	Wed	3:19 PM	0	0	\$300	Sideswipe	Day	Dry	Improper Lane Change		
58	9/15/2017	Fri	6:05 PM	0	0	\$10,000	Sideswipe	Night	Dry	Failed to Yield ROW		
59	9/26/2017	Tue	8:24 AM	0	0	\$7,000	Rear End	Day	Dry	Careless Driving		
60	9/26/2017	Tue	12:11 PM	0	0	\$4,000	Unknown	Day	Dry	Unknown		
61	9/29/2017	Fri	2:15 PM	0	1	\$2,200	Rear End	Day	Dry	Followed Too Closely		
62	9/29/2017	Fri	4:39 PM	0	0	\$1,200	Rear End	Day	Dry	Careless Driving		
63	10/1/2017	Sun	11:13 AM	0	0	\$5,000	Left Turn	Day	Wet	Failed to Yield ROW		
64	10/2/2017	Mon	5:50 PM	0	0	\$1,250	Rear End	Day	Dry	Careless Driving		
65	10/4/2017	Wed	10:05 AM	0	0	\$2,000	Other	Day	Dry	Careless Driving		
66	10/5/2017	Thu	12:12 PM	0	0	\$800	Sideswipe	Day	Dry	Improper turn		
67	10/6/2017	Fri	12:00 PM	0	3	\$42,000	Left Turn	Day	Dry	Failed to Yield ROW		
68	10/11/2017	Wed	1:36 PM	0	0	\$2,000	Angle	Day	Dry	Failed to Yield ROW		
69	10/18/2017	Wed	11:05 AM	0	1	\$2,500	Rear End	Day	Dry	Careless Driving		
70	10/19/2017	Thu	2:06 PM	0	1	\$60	Bicycle	Day	Dry	Disregarded Control Devices		
71	10/19/2017	Thu	4:40 PM	0	0	\$0	Rear End	Day	Dry	Unknown		
72	10/26/2017	Thu	8:23 AM	0	2	\$14,000	Left Turn	Day	Dry	Failed to Yield ROW		
TOTAL				0	8	\$115,810						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	5	19	9	0	1	3	0	6	0	1	4
PERCENT	0%	21%	79%	38%	0%	4%	13%	0%	25%	0%	4%	17%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	20	4	2	22	0	2	0	9	1	5	1	6
PERCENT	83%	17%	8%	92%	0%	8%	0%	38%	4%	21%	4%	25%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	<u>US 17 / East West Pkwy</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u>Town Center Blvd / Village Square Pkwy</u>	Data by:	<u>ETM</u>		
County:	<u>Clay</u>	Date:	<u>7/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
73	11/2/2017	Thu	11:18 AM	0	1	\$15,100	Head On	Day	Dry	Failed to Yield ROW
74	11/3/2017	Fri	7:10 AM	0	0	\$1,000	Other	Night	Dry	Failed to Yield ROW
75	11/17/2017	Fri	7:10 AM	0	1	\$0	Bicycle	Day	Dry	Careless Driving
76	11/28/2017	Tue	6:26 PM	0	0	\$400	Sideswipe	Night	Dry	Improper Lane Change
77	12/5/2017	Tue	1:58 PM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving
78	12/7/2017	Thu	7:04 AM	0	0	\$11,000	Rear End	Night	Wet	Careless Driving
79	12/9/2017	Sat	6:00 PM	0	1	\$6,000	Rear End	Night	Wet	Careless Driving
80	12/9/2017	Sat	6:04 PM	0	1	\$6,000	Rear End	Night	Wet	Careless Driving
81	12/13/2017	Wed	3:26 PM	0	0	\$3,200	Angle	Day	Dry	Improper Lane Change
82	12/16/2017	Sat	7:35 PM	0	0	\$500	Rear End	Night	Dry	Unknown
83	12/26/2017	Tue	4:17 PM	0	0	\$2,000	Other	Day	Dry	Improper Backing
84	12/27/2017	Wed	5:25 PM	0	1	\$14,800	Rear End	Night	Dry	Careless Driving
85	1/5/2018	Fri	9:58 PM	0	1	\$2,100	Angle	Night	Dry	Unknown
86	1/6/2018	Sat	10:45 AM	0	0	\$3,000	Right Turn	Day	Dry	Disregarded Control Devices
87	1/7/2018	Sun	6:55 PM	0	0	\$4,000	Left Turn	Night	Dry	Failed to Yield ROW
88	1/7/2018	Sun	8:09 PM	0	2	\$32,000	Rear End	Night	Dry	Careless Driving
89	1/9/2018	Tue	8:00 AM	0	1	\$9,000	Rear End	Day	Wet	Careless Driving
90	1/10/2018	Wed	8:20 AM	0	0	\$600	Unknown	Day	Wet	Failed to Yield ROW
91	1/10/2018	Wed	2:38 PM	0	0	\$1,300	Other	Day	Wet	Exceeded Speed
92	1/11/2018	Thu	2:10 PM	0	0	\$1,000	Rear End	Day	Dry	Improper Lane Change
93	1/15/2018	Mon	4:30 PM	0	0	\$1,500	Angle	Day	Dry	Failed to Yield ROW
94	1/16/2018	Tue	4:45 PM	0	0	\$5,000	Unknown	Day	Dry	Improper Lane Change
95	1/22/2018	Mon	9:20 AM	0	1	\$50	Rear End	Day	Dry	Careless Driving
96	1/22/2018	Mon	1:55 PM	0	0	\$17,500	Rear End	Day	Dry	Unknown
TOTAL				0	10	\$138,550				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	9	15	11	1	3	1	1	1	0	1	5
PERCENT	0%	38%	63%	46%	4%	13%	4%	4%	4%	0%	4%	21%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	14	10	6	18	0	0	0	9	4	5	1	5
PERCENT	58%	42%	25%	75%	0%	0%	0%	38%	17%	21%	4%	21%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	<u>US 17 / East West Pkwy</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u>Town Center Blvd / Village Square Pkwy</u>	Data by:	<u>ETM</u>		
County:	<u>Clay</u>	Date:	<u>7/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
97	1/23/2018	Tue	7:28 AM	0	0	\$1,500	Sideswipe	Day	Wet	Careless Driving
98	1/23/2018	Tue	10:18 AM	0	1	\$5,000	Off Road	Day	Wet	Careless Driving
99	1/28/2018	Sun	7:23 PM	0	1	\$10,000	Unknown	Night	Wet	Wrongside of Roadway
100	1/29/2018	Mon	9:05 AM	0	0	\$4,000	Unknown	Day	Wet	Improper Lane Change
101	2/2/2018	Fri	5:55 PM	0	0	\$700	Rear End	Day	Dry	Careless Driving
102	2/5/2018	Mon	10:50 PM	0	0	\$1,200	Angle	Night	Dry	Unknown
103	2/13/2018	Tue	7:46 AM	0	0	\$1,250	Rear End	Day	Dry	Improper Lane Change
104	2/14/2018	Wed	6:32 AM	0	0	\$9,000	Rear End	Night	Wet	Careless Driving
105	2/14/2018	Wed	1:36 PM	0	0	\$100	Rear End	Day	Dry	Followed Too Closely
106	2/23/2018	Fri	5:20 PM	0	1	\$5,000	Rear End	Day	Dry	Followed Too Closely
107	2/24/2018	Sat	10:57 AM	0	0	\$1,000	Unknown	Day	Dry	Obstruction in Roadway
108	2/26/2018	Mon	4:28 PM	0	0	\$1,600	Angle	Night	Dry	Careless Driving
109	2/28/2018	Wed	6:06 PM	0	0	\$7,000	Rear End	Day	Dry	Improper Passing
110	3/14/2018	Wed	2:52 PM	0	0	\$400	Other	Day	Dry	Careless Driving
111	3/26/2018	Mon	3:23 PM	0	0	\$3,300	Rear End	Day	Wet	Followed Too Closely
112	3/30/2018	Fri	2:10 PM	0	0	\$1,000	Sideswipe	Day	Wet	Improper Lane Change
113	4/3/2018	Tue	6:21 PM	0	0	\$1,000	Rear End	Day	Wet	Careless Driving
114	4/10/2018	Tue	2:11 PM	0	0	\$3,000	Rear End	Day	Wet	Followed Too Closely
115	4/10/2018	Tue	9:10 PM	0	0	\$200	Other	Night	Wet	Vehicle Malfunction
116	4/15/2018	Sun	12:20 PM	0	0	\$3,000	Left Turn	Day	Dry	Failed to Yield ROW
117	4/17/2018	Tue	8:40 AM	0	0	\$0	Rear End	Day	Dry	Careless Driving
118	4/21/2018	Sat	8:48 AM	0	0	\$14,000	Rear End	Day	Wet	Careless Driving
119	4/21/2018	Sat	11:41 AM	0	0	\$6,000	Rear End	Day	Wet	Careless Driving
120	4/21/2018	Sat	11:50 AM	0	1	\$9,000	Off Road	Day	Wet	Improper Left Turn
TOTAL				0	4	\$88,250				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	4	20	12	0	2	1	0	2	2	0	5
PERCENT	0%	17%	83%	50%	0%	8%	4%	0%	8%	8%	0%	21%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	19	5	13	11	0	4	0	10	3	1	0	6
PERCENT	79%	21%	54%	46%	0%	17%	0%	42%	13%	4%	0%	25%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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State of Florida Department of Transportation

COLLISION SUMMARY

General Information

Road: US 17 / East West Pkwy Study Period: 1/1/17 To: 12/31/19
 Section: Town Center Blvd / Village Square Pkwy Data by: ETM
 County: Clay Date: 7/1/2021

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
121	4/22/2018	Sun	10:20 PM	0	0	\$10,000	Animal	Night	Dry	Obstruction in Roadway
122	4/23/2018	Mon	8:40 AM	0	0	\$0	Off Road	Day	Wet	Unknown
123	4/26/2018	Thu	11:51 AM	0	1	\$6,000	Rear End	Day	Dry	Careless Driving
124	4/30/2018	Mon	4:25 PM	0	0	\$50	Rear End	Day	Dry	Careless Driving
125	5/1/2018	Tue	9:20 AM	0	0	\$2,750	Rear End	Day	Dry	Careless Driving
126	5/9/2018	Wed	8:03 AM	0	0	\$3,000	Unknown	Day	Dry	Improper Lane Change
127	5/14/2018	Mon	1:59 PM	0	0	\$3,000	Sideswipe	Day	Wet	Improper Lane Change
128	5/15/2018	Tue	1:37 PM	0	1	\$3,000	Rollover	Day	Wet	Careless Driving
129	5/15/2018	Tue	6:33 PM	0	2	\$25,000	Rear End	Night	Dry	Followed Too Closely
130	5/16/2018	Wed	12:22 PM	0	1	\$3,500	Rear End	Day	Wet	Followed Too Closely
131	5/19/2018	Sat	9:35 PM	0	0	\$11,000	Off Road	Night	Dry	DUI
132	5/22/2018	Tue	6:30 PM	0	0	\$1,500	Rear End	Day	Dry	Followed Too Closely
133	5/28/2018	Mon	4:30 AM	0	1	\$5,000	Off Road	Night	Unknown	Unknown
134	5/29/2018	Tue	3:46 PM	0	0	\$4,000	Rear End	Day	Dry	Careless Driving
135	5/29/2018	Tue	5:32 PM	0	1	\$7,000	Rear End	Day	Dry	Improper Lane Change
136	5/30/2018	Wed	1:55 PM	0	0	\$3,500	Rear End	Day	Wet	Followed Too Closely
137	6/8/2018	Fri	4:03 PM	0	0	\$5,000	Rear End	Day	Dry	Careless Driving
138	6/20/2018	Wed	3:30 AM	0	0	\$7,500	Off Road	Night	Dry	Careless Driving
139	6/25/2018	Mon	1:44 PM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving
140	6/27/2018	Wed	1:25 PM	0	1	\$6,000	Left Turn	Day	Dry	Careless Driving
141	7/13/2018	Fri	4:09 AM	0	1	\$15,000	Rear End	Night	Dry	Careless Driving
142	7/25/2018	Wed	4:28 PM	0	0	\$2,500	Other	Day	Wet	Failed to Yield ROW
143	7/25/2018	Wed	9:15 PM	0	1	\$0	Pedestrian	Night	Wet	Failed to Yield ROW
144	8/16/2018	Thu	8:12 AM	0	0	\$5,000	Angle	Day	Dry	Failed to Yield ROW
TOTAL				0	10	\$130,800				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	9	15	12	0	1	1	0	1	4	1	4
PERCENT	0%	38%	63%	50%	0%	4%	4%	0%	4%	17%	4%	17%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	17	7	7	16	1	4	1	10	3	3	0	3
PERCENT	71%	29%	29%	67%	4%	17%	4%	42%	13%	13%	0%	13%

Total Vehicles Entering/ADT: _____ Collision Rate: _____ PER M.E.V. _____

State of Florida Department of Transportation

COLLISION SUMMARY

General Information

Road:	<u>US 17 / East West Pkwy</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u>Town Center Blvd / Village Square Pkwy</u>	Data by:	<u>ETM</u>		
County:	<u>Clay</u>	Date:	<u>7/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
145	8/16/2018	Thu	12:51 PM	0	0	\$0	Rear End	Day	Dry	Careless Driving
146	8/19/2018	Sun	1:25 PM	0	1	\$21,000	Rear End	Day	Dry	Careless Driving
147	8/20/2018	Mon	12:14 PM	0	0	\$2,000	Angle	Day	Dry	Failed to Yield ROW
148	8/23/2018	Thu	6:23 PM	0	0	\$6,000	Off Road	Day	Dry	Disregarded Control Devices
149	9/10/2018	Mon	7:05 AM	0	0	\$3,700	Rear End	Day	Dry	Careless Driving
150	9/12/2018	Wed	1:45 PM	0	0	\$5,000	Rear End	Day	Dry	Careless Driving
151	9/16/2018	Sun	9:15 AM	0	0	\$400	Rear End	Day	Dry	Careless Driving
152	9/16/2018	Sun	6:23 PM	0	0	\$600	Rear End	Day	Dry	Careless Driving
153	9/19/2018	Wed	4:05 PM	0	0	\$6,000	Rear End	Day	Wet	Careless Driving
154	9/25/2018	Tue	11:33 AM	0	1	\$4,000	Other	Day	Dry	Failed to Yield ROW
155	9/29/2018	Sat	7:46 PM	0	1	\$3,500	Rear End	Night	Dry	Unknown
156	9/30/2018	Sun	12:25 PM	0	0	\$13,000	Rear End	Day	Dry	Careless Driving
157	9/30/2018	Sun	12:55 PM	0	0	\$1,000	Rear End	Day	Dry	Followed Too Closely
158	10/1/2018	Mon	11:12 AM	0	0	\$9,000	Rear End	Day	Wet	Careless Driving
159	10/2/2018	Tue	8:50 AM	0	0	\$5,000	Off Road	Day	Dry	Careless Driving
160	10/5/2018	Fri	4:40 PM	0	0	\$6,000	Unknown	Day	Dry	Careless Driving
161	10/7/2018	Sun	12:19 AM	0	0	\$500	Off Road	Night	Dry	Obstruction in Roadway
162	10/15/2018	Mon	8:07 AM	0	2	\$10,000	Angle	Day	Dry	Failed to Yield ROW
163	10/17/2018	Wed	1:28 PM	0	0	\$3,500	Sideswipe	Day	Dry	Obstruction in Roadway
164	10/18/2018	Thu	5:45 PM	0	0	\$2,000	Off Road	Day	Dry	DUI
165	10/22/2018	Mon	8:02 AM	0	0	\$600	Rear End	Day	Dry	Careless Driving
166	10/24/2018	Wed	5:43 PM	0	0	\$1,500	Left Turn	Day	Dry	Failed to Yield ROW
167	10/30/2018	Tue	9:56 AM	0	0	\$4,000	Sideswipe	Day	Dry	Improper Lane Change
168	11/5/2018	Mon	6:05 AM	0	0	\$400	Rear End	Night	Wet	Careless Driving
TOTAL				0	5	\$108,700				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	4	20	13	0	2	1	0	2	4	0	2
PERCENT	0%	17%	83%	54%	0%	8%	4%	0%	8%	17%	0%	8%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	21	3	3	21	0	1	1	13	1	4	1	3
PERCENT	88%	13%	13%	88%	0%	4%	4%	54%	4%	17%	4%	13%

Total Vehicles Entering/ADT: _____ Collision Rate: _____ PER M.E.V. _____

COLLISION SUMMARY

General Information

Road:	US 17 / East West Pkwy	Study Period:	1/1/17	To:	12/31/19
Section:	Town Center Blvd / Village Square Pkwy	Data by:	ETM		
County:	Clay	Date:	7/1/2021		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
169	11/7/2018	Wed	7:12 PM	0	2	\$20,000	Angle	Night	Dry	Disregarded Control Devices		
170	11/14/2018	Wed	5:40 PM	0	0	\$1,500	Animal	Night	Dry	Obstruction in Roadway		
171	11/15/2018	Thu	2:12 PM	0	0	\$700	Rear End	Day	Dry	Careless Driving		
172	12/3/2018	Mon	11:48 AM	0	0	\$2,000	Rear End	Day	Wet	Careless Driving		
173	12/4/2018	Tue	5:57 AM	0	0	\$6,500	Sideswipe	Night	Dry	Careless Driving		
174	12/11/2018	Tue	2:27 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving		
175	12/11/2018	Tue	5:00 PM	0	2	\$12,000	Rear End	Day	Dry	Careless Driving		
176	12/14/2018	Fri	4:46 PM	0	2	\$1,500	Angle	Day	Wet	Exceeded Speed		
177	12/16/2018	Sun	3:15 AM	0	0	\$550	Other	Night	Dry	DUI		
178	12/17/2018	Mon	2:08 PM	0	0	\$1,200	Sideswipe	Day	Dry	Careless Driving		
179	12/19/2018	Wed	1:19 PM	0	0	\$1,000	Off Road	Day	Dry	Vehicle Malfunction		
180	12/28/2018	Fri	1:05 PM	0	2	\$6,000	Rear End	Day	Dry	Followed Too Closely		
181	1/3/2019	Thu	6:47 PM	0	1	\$6,000	Rear End	Night	Dry	Failed to Yield ROW		
182	1/5/2019	Sat	10:09 PM	0	3	\$47,500	Rear End	Night	Dry	Careless Driving		
183	1/15/2019	Tue	1:55 PM	0	0	\$4,500	Rear End	Day	Dry	Careless Driving		
184	1/17/2019	Thu	12:52 PM	1	0	\$11,500	Left Turn	Day	Dry	Failed to Yield ROW		
185	1/29/2019	Tue	12:48 PM	0	1	\$7,000	Off Road	Day	Dry	Careless Driving		
186	2/12/2019	Tue	10:55 AM	0	3	\$1,150	Left Turn	Day	Dry	Disregarded Control Devices		
187	2/13/2019	Wed	9:13 AM	0	0	\$1,000	Rear End	Day	Wet	Careless Driving		
188	2/17/2019	Sun	7:35 PM	1	0	\$10,000	Off Road	Night	Dry	DUI		
189	2/20/2019	Wed	3:40 PM	0	0	\$3,300	Left Turn	Day	Dry	Failed to Yield ROW		
190	3/8/2019	Fri	7:28 AM	0	2	\$8,000	Angle	Day	Dry	Careless Driving		
191	3/8/2019	Fri	9:35 AM	0	2	\$3,000	Off Road	Day	Dry	Careless Driving		
192	3/11/2019	Mon	1:07 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving		
TOTAL				2	20	\$157,900						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	2	10	12	10	0	3	3	0	2	4	0	2
PERCENT	8%	42%	50%	42%	0%	13%	13%	0%	8%	17%	0%	8%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	17	7	3	21	0	1	2	13	0	3	2	3
PERCENT	71%	29%	13%	88%	0%	4%	8%	54%	0%	13%	8%	13%

Total Vehicles Entering/ADT: _____ Collision Rate: _____ PER M.E.V. _____

COLLISION SUMMARY

General Information

Road:	<u>US 17 / East West Pkwy</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u>Town Center Blvd / Village Square Pkwy</u>	Data by:	<u>ETM</u>		
County:	<u>Clay</u>	Date:	<u>7/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
193	3/15/2019	Fri	12:48 PM	0	0	\$5,500	Angle	Day	Dry	Careless Driving		
194	3/15/2019	Fri	1:08 PM	0	0	\$3,300	Angle	Day	Dry	Failed to Yield ROW		
195	3/22/2019	Fri	2:32 PM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving		
196	3/25/2019	Mon	4:37 PM	0	2	\$4,000	Angle	Day	Dry	Failed to Yield ROW		
197	3/26/2019	Tue	7:15 AM	0	0	\$4,000	Sideswipe	Day	Dry	Failed to Yield ROW		
198	3/28/2019	Thu	2:37 PM	0	0	\$500	Rear End	Day	Dry	Careless Driving		
199	3/29/2019	Fri	7:05 AM	0	0	\$7,000	Left Turn	Day	Dry	Failed to Yield ROW		
200	4/17/2019	Wed	3:30 PM	0	1	\$800	Rear End	Day	Dry	Careless Driving		
201	5/5/2019	Sun	10:11 AM	0	0	\$3,100	Rear End	Day	Dry	Careless Driving		
202	5/6/2019	Mon	4:20 PM	0	1	\$1,300	Rear End	Day	Dry	Followed Too Closely		
203	5/10/2019	Fri	10:22 AM	0	0	\$1,100	Sideswipe	Day	Dry	Swerving		
204	5/19/2019	Sun	12:32 PM	0	0	\$2,000	Sideswipe	Day	Dry	Careless Driving		
205	5/22/2019	Wed	10:43 PM	0	0	\$6,000	Off Road	Night	Dry	DUI		
206	5/25/2019	Sat	12:10 PM	0	0	\$2,000	Sideswipe	Day	Dry	Failed to Yield ROW		
207	6/17/2019	Mon	11:20 AM	0	2	\$5,000	Rollover	Day	Dry	Careless Driving		
208	6/18/2019	Tue	7:30 PM	0	1	\$6,000	Rear End	Night	Dry	Careless Driving		
209	6/20/2019	Thu	10:54 AM	0	1	\$10,000	Rear End	Day	Dry	Careless Driving		
210	6/30/2019	Sun	3:00 AM	0	0	\$17,500	Off Road	Day	Dry	Vehicle Malfunction		
211	7/2/2019	Tue	8:05 AM	0	1	\$4,000	Rear End	Day	Dry	Careless Driving		
212	7/9/2019	Tue	5:22 PM	0	0	\$100	Rear End	Day	Wet	Careless Driving		
213	7/12/2019	Fri	3:35 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving		
214	7/17/2019	Wed	12:04 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving		
215	7/19/2019	Fri	6:12 PM	0	0	\$1,000	Rear End	Day	Dry	DUI		
216	7/25/2019	Thu	10:15 AM	0	0	\$1,000	Sideswipe	Day	Dry	Improper Lane Change		
TOTAL				0	9	\$90,700						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	7	17	12	0	3	1	0	5	2	0	1
PERCENT	0%	29%	71%	50%	0%	13%	4%	0%	21%	8%	0%	4%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	22	2	1	23	0	1	2	13	1	5	0	2
PERCENT	92%	8%	4%	96%	0%	4%	8%	54%	4%	21%	0%	8%

Total Vehicles Entering/ADT: _____ Collision Rate: _____ PER M.E.V. _____

COLLISION SUMMARY

General Information

Road:	<u>US 17 / East West Pkwy</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u>Town Center Blvd / Village Square Pkwy</u>	Data by:	<u>ETM</u>		
County:	<u>Clay</u>	Date:	<u>7/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
217	7/27/2019	Sat	3:09 PM	0	0	\$10,000	Sideswipe	Day	Dry	Careless Driving
218	8/3/2019	Sat	3:50 PM	0	0	\$2,900	Angle	Day	Dry	Failed to Yield ROW
219	8/4/2019	Sun	3:30 PM	0	0	\$1,500	Rear End	Day	Dry	Followed Too Closely
220	8/5/2019	Mon	7:45 AM	0	0	\$1,800	Rear End	Day	Dry	Careless Driving
221	8/6/2019	Tue	6:14 PM	0	0	\$4,050	Rear End	Day	Dry	Careless Driving
222	8/7/2019	Wed	6:00 AM	0	0	\$2,500	Sideswipe	Night	Wet	Followed Too Closely
223	8/12/2019	Mon	8:40 AM	0	0	\$1,500	Sideswipe	Day	Dry	Improper Passing
224	8/12/2019	Mon	3:55 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving
225	8/13/2019	Tue	2:08 PM	0	0	\$150	Rear End	Day	Dry	Careless Driving
226	8/15/2019	Thu	5:14 PM	0	0	\$6,600	Rear End	Day	Dry	Careless Driving
227	8/20/2019	Tue	6:07 PM	0	0	\$12,000	Left Turn	Night	Dry	Failed to Yield ROW
228	8/23/2019	Fri	3:09 PM	0	0	\$4,000	Angle	Day	Dry	Failed to Yield ROW
229	8/30/2019	Fri	7:22 AM	0	0	\$10,000	Off Road	Day	Dry	Unknown
230	8/30/2019	Fri	8:35 PM	0	0	\$3,000	Left Turn	Night	Wet	Failed to Yield ROW
231	9/3/2019	Tue	2:24 PM	0	0	\$5,000	Rear End	Day	Wet	Careless Driving
232	9/6/2019	Fri	1:39 PM	0	0	\$10,100	Rear End	Day	Dry	Careless Driving
233	9/9/2019	Mon	7:49 AM	0	0	\$900	Other	Day	Dry	Improper Backing
234	9/16/2019	Mon	12:18 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
235	9/19/2019	Thu	5:10 PM	0	0	\$300	Rear End	Day	Dry	Careless Driving
236	9/22/2019	Sun	3:51 PM	0	6	\$22,000	Angle	Day	Dry	Disregarded Control Devices
237	9/27/2019	Fri	10:40 PM	0	0	\$1,500	Left Turn	Night	Dry	Failed to Yield ROW
238	10/4/2019	Fri	12:10 PM	0	0	\$2,500	Rear End	Day	Dry	Followed Too Closely
239	10/5/2019	Sat	5:45 PM	0	0	\$3,500	Rear End	Day	Dry	Followed Too Closely
240	10/7/2019	Mon	1:54 PM	0	1	\$10,000	Rear End	Day	Wet	Careless Driving
TOTAL				0	7	\$118,800				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	2	22	13	0	3	3	0	3	1	0	1
PERCENT	0%	8%	92%	54%	0%	13%	13%	0%	13%	4%	0%	4%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	20	4	4	20	0	4	0	11	0	5	1	3
PERCENT	83%	17%	17%	83%	0%	17%	0%	46%	0%	21%	4%	13%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	US 17 / East West Pkwy	Study Period:	1/1/17	To:	12/31/19
Section:	Town Center Blvd / Village Square Pkwy	Data by:	ETM		
County:	Clay	Date:	7/1/2021		

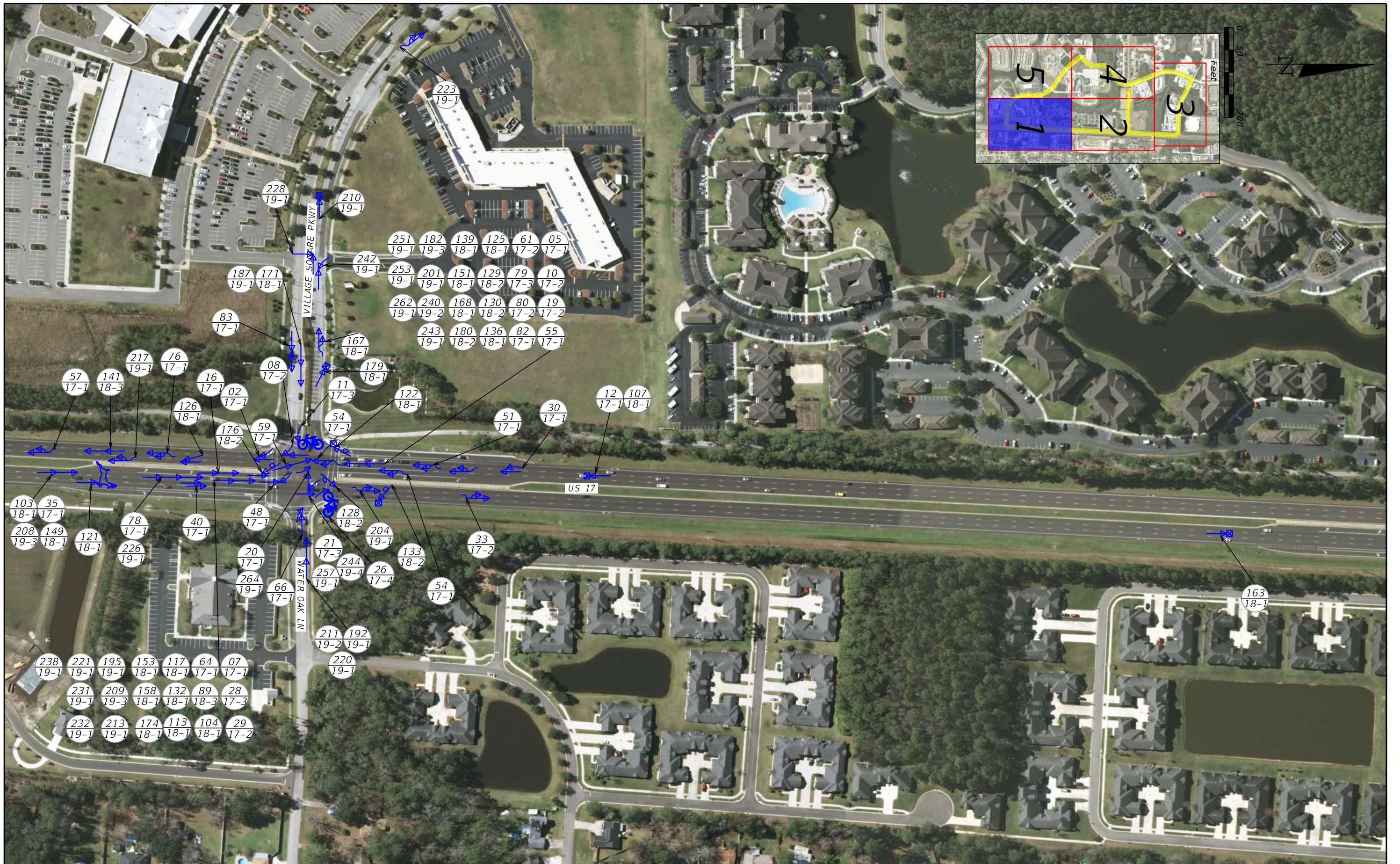
No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
241	10/8/2019	Tue	4:08 PM	0	0	\$1,500	Left Turn	Day	Dry	Failed to Yield ROW
242	10/9/2019	Wed	6:01 PM	0	0	\$20,000	Left Turn	Day	Dry	Failed to Yield ROW
243	10/11/2019	Fri	2:55 PM	0	0	\$400	Rear End	Day	Dry	Careless Driving
244	10/12/2019	Sat	10:55 PM	0	3	\$37,000	Left Turn	Night	Dry	Disregarded Control Devices
245	10/15/2019	Tue	5:50 AM	0	0	\$2,000	Animal	Night	Wet	Obstruction in Roadway
246	10/18/2019	Fri	1:53 PM	0	0	\$4,500	Rear End	Day	Dry	Careless Driving
247	10/25/2019	Fri	3:20 PM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving
248	10/29/2019	Tue	1:30 PM	0	0	\$3,000	Sideswipe	Day	Dry	Careless Driving
249	11/3/2019	Sun	12:21 PM	0	1	\$9,000	Angle	Day	Dry	Failed to Yield ROW
250	11/6/2019	Wed	2:00 PM	0	0	\$500	Rear End	Day	Dry	Careless Driving
251	11/8/2019	Fri	3:02 PM	0	0	\$5,000	Rear End	Day	Wet	Careless Driving
252	11/14/2019	Thu	2:52 AM	0	1	\$8,000	Off Road	Night	Dry	Careless Driving
253	11/20/2019	Wed	4:12 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
254	11/21/2019	Thu	11:40 AM	0	0	\$2,000	Sideswipe	Day	Dry	Improper Lane Change
255	11/22/2019	Fri	12:01 PM	0	7	\$10,000	Angle	Day	Dry	Failed to Yield ROW
256	12/6/2019	Fri	6:30 PM	0	0	\$12,000	Rear End	Night	Dry	Followed Too Closely
257	12/12/2019	Thu	1:18 PM	0	0	\$3,000	Left Turn	Day	Dry	Failed to Yield ROW
258	12/13/2019	Fri	12:51 PM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving
259	12/15/2019	Sun	11:55 AM	0	0	\$22,000	Rear End	Day	Dry	Careless Driving
260	12/15/2019	Sun	4:10 PM	0	1	\$8,000	Other	Day	Dry	Failed to Yield ROW
261	12/16/2019	Mon	3:09 PM	0	3	\$13,000	Left Turn	Day	Dry	Failed to Yield ROW
262	12/17/2019	Tue	6:25 PM	0	0	\$2,000	Rear End	Night	Wet	Unknown
263	12/23/2019	Mon	9:35 PM	0	0	\$1,000	Rear End	Night	Wet	Careless Driving
264	12/23/2019	Mon	9:40 PM	0	0	\$400	Left Turn	Night	Wet	Disregarded Control Devices
TOTAL				0	16	\$169,800				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	6	18	11	0	2	6	0	2	1	0	2
PERCENT	0%	25%	75%	46%	0%	8%	25%	0%	8%	4%	0%	8%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	17	7	5	19	0	1	0	11	1	7	2	2
PERCENT	71%	29%	21%	79%	0%	4%	0%	46%	4%	29%	8%	8%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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Appendix C:
Collision Diagrams



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

PEDESTRIAN
 FATALITY

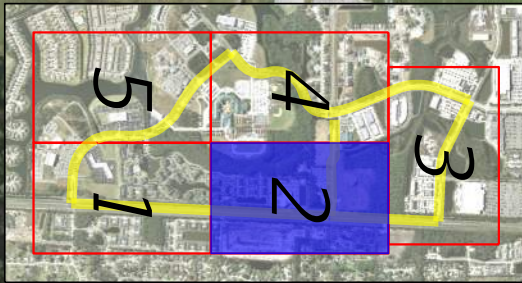
BICYCLE
 VEHICLE DIRECTION

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 MARK S. MANWELL, P.E.

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RADAR ROAD COLLISION DIAGRAM

SHEET NO.
 1



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

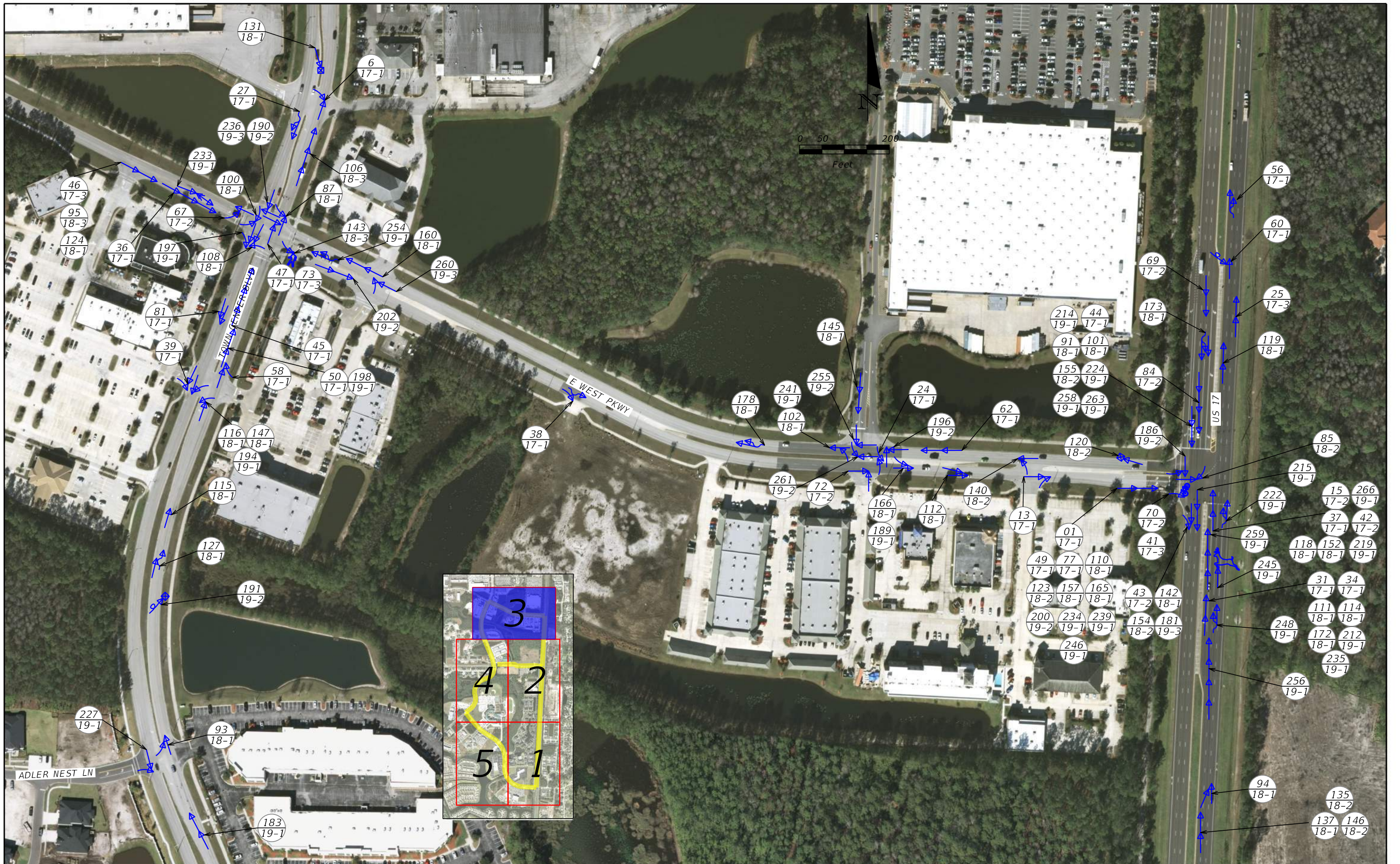
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RADAR ROAD COLLISION DIAGRAM

SHEET NO.
2



<p>CRASH NUMBER XX-X</p> <p>INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY</p> <p>YEAR</p>	<p>PEDESTRIAN</p> <p>FATALITY</p>	<p>BICYCLE</p> <p>VEHICLE DIRECTION</p>
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RADAR ROAD COLLISION DIAGRAM

SHEET NO.
3



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

PEDESTRIAN
 BICYCLE
 FATALITY
 VEHICLE DIRECTION

YEAR

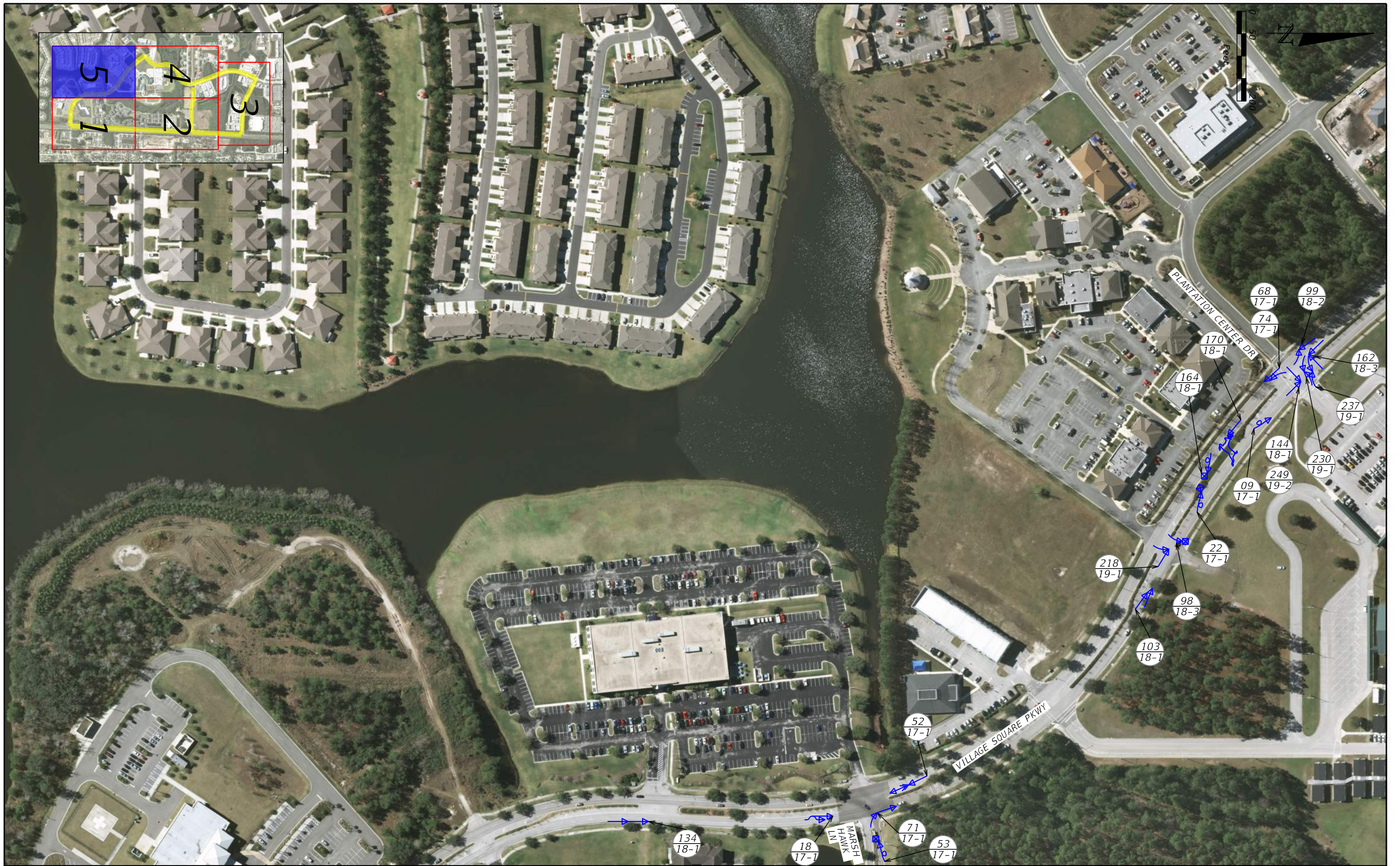
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RADAR ROAD COLLISION DIAGRAM

SHEET NO.
 4



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

PEDESTRIAN
 BICYCLE
 FATALITY
 VEHICLE DIRECTION

YEAR

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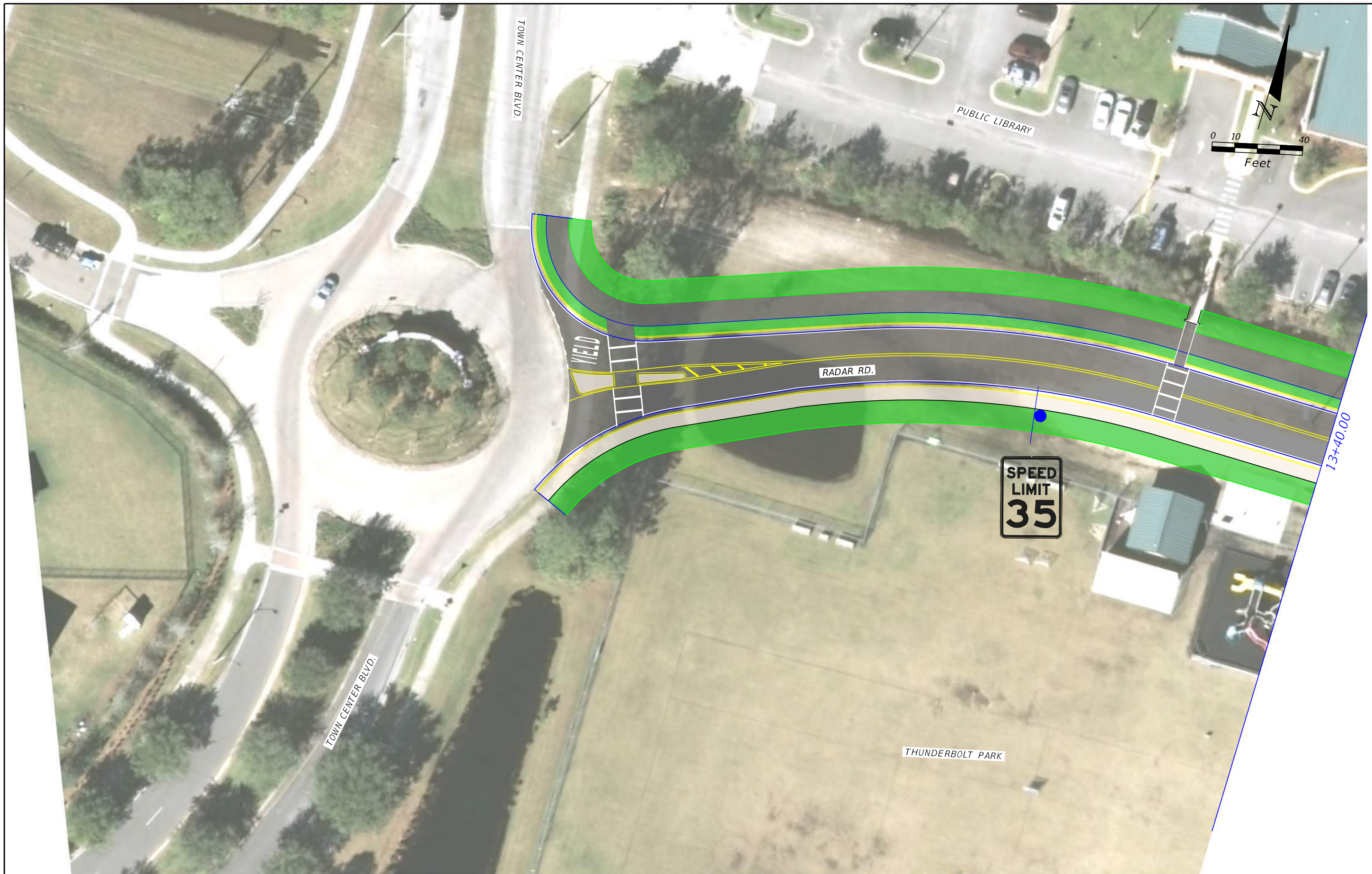
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RADAR ROAD COLLISION DIAGRAM

SHEET NO.
 5

Appendix D:
Concept Plans



	TRAFFIC SIGNAL		BUS STOP		UTILITY POLE		LIGHT POLE
	TRAFFIC SIGN		RIGHT-OF-WAY				

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*RADAR ROAD
 CONCEPT DESIGN*

SHEET NO.
 1



PUBLIC LIBRARY

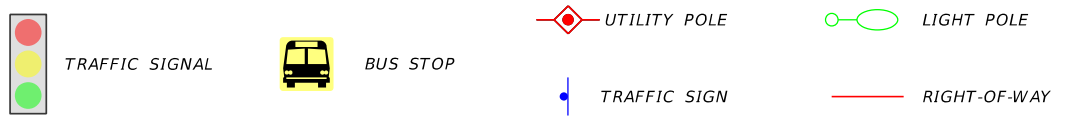
APARTMENTS

RADAR RD.

THUNDERBOLT PARK

13+40.00

19+20.00

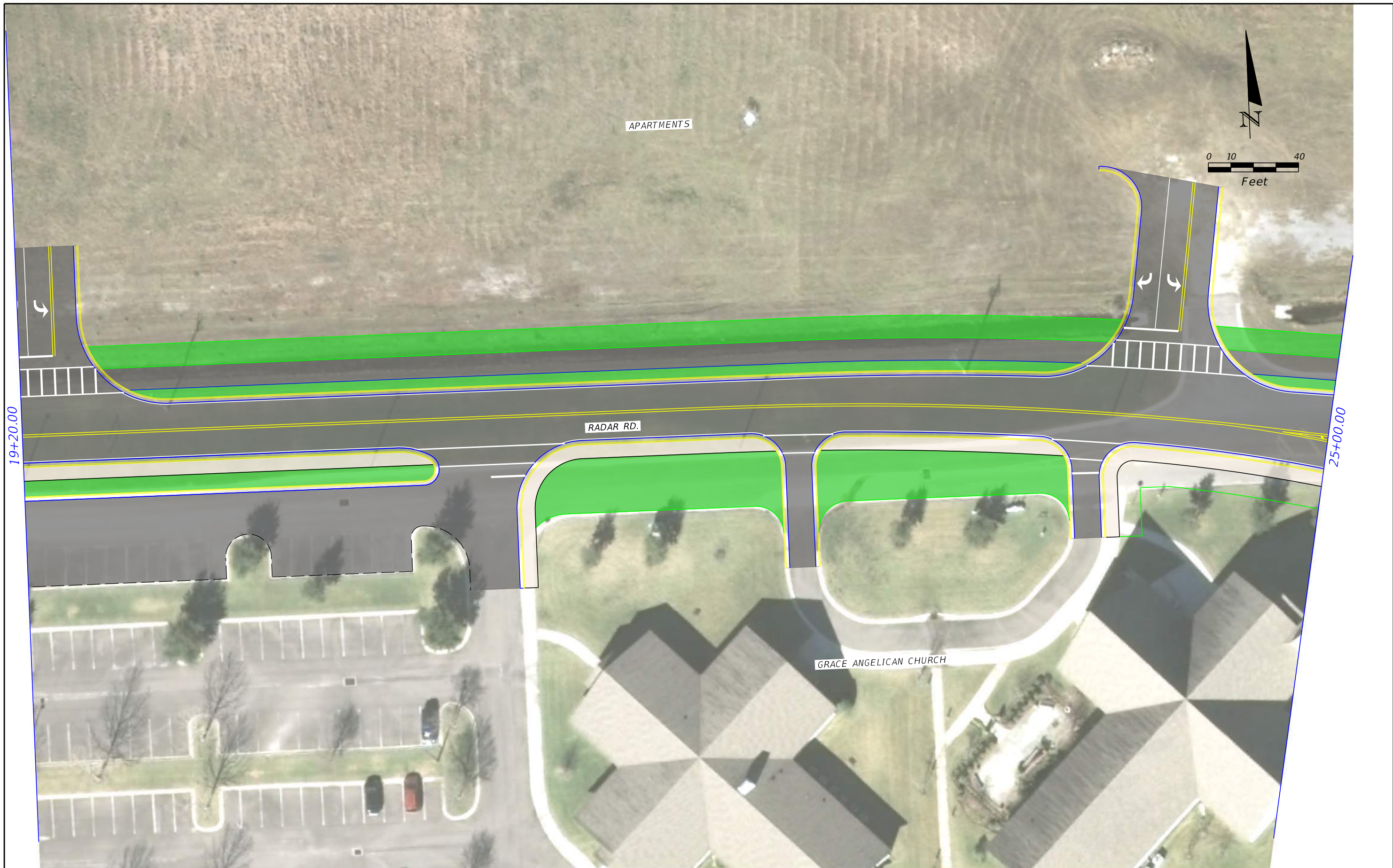


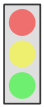





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*RADAR ROAD
 CONCEPT DESIGN*

SHEET NO.
 2



	TRAFFIC SIGNAL		BUS STOP		UTILITY POLE		LIGHT POLE
	TRAFFIC SIGN		RIGHT-OF-WAY				

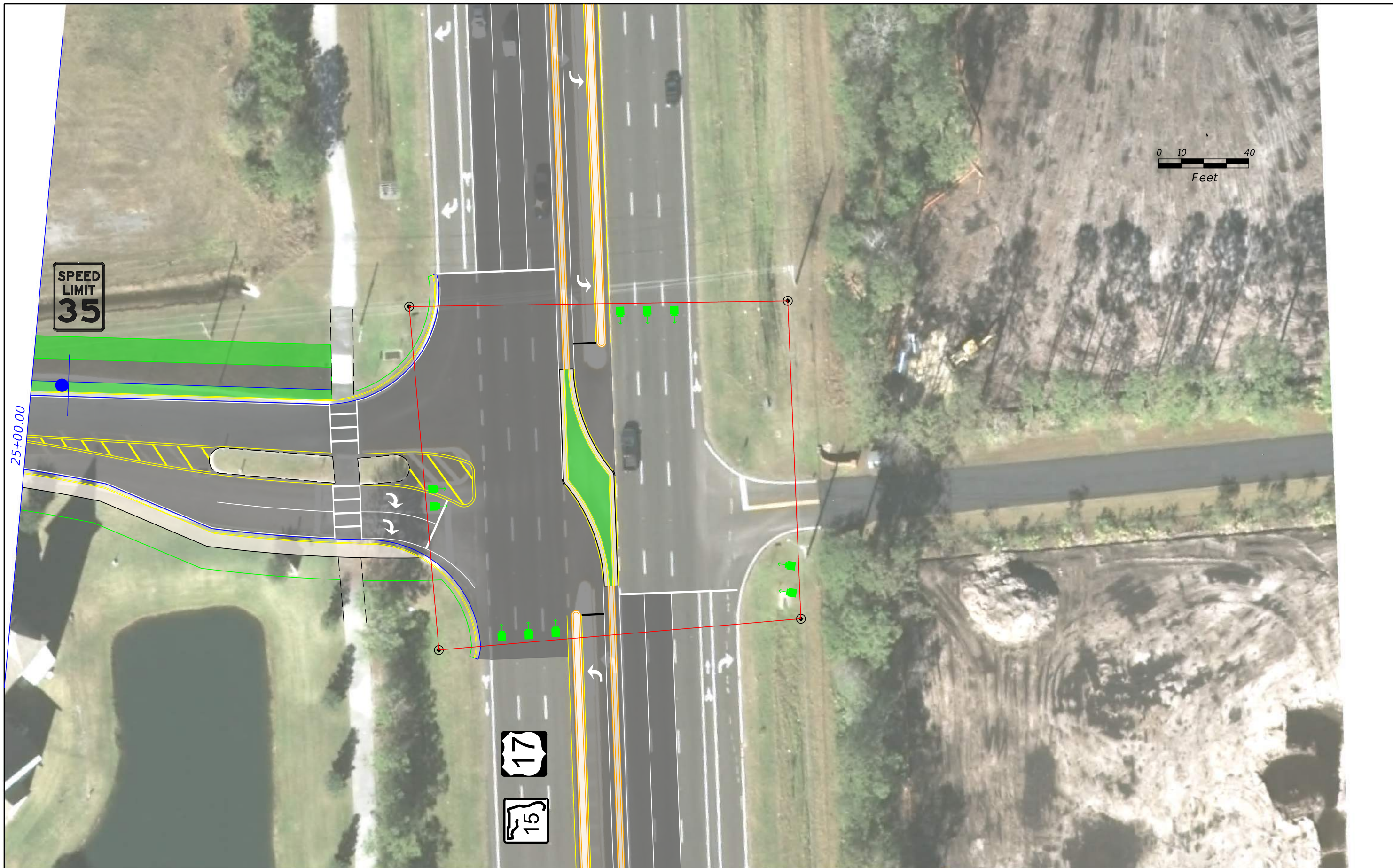
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*RADAR ROAD
 CONCEPT DESIGN*

SHEET NO.
 3



	TRAFFIC SIGNAL		BUS STOP		UTILITY POLE		LIGHT POLE
	TRAFFIC SIGN				RIGHT-OF-WAY		

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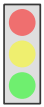





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*RADAR ROAD
 CONCEPT DESIGN*

SHEET NO.
 4



	TRAFFIC SIGNAL		BUS STOP		UTILITY POLE		LIGHT POLE
	TRAFFIC SIGN		RIGHT-OF-WAY				

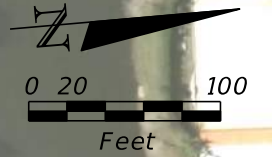
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SHEET NO.
 E

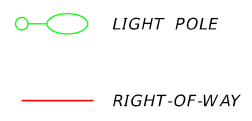
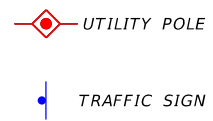


US 17



US 17

E WEST PKWY



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North Florida TPO
 Transportation Planning Organization
 PLAN • FUND • MOBILIZE

*RADAR ROAD
 CONCEPT DESIGN*

SHEET NO.
 F



TRAFFIC SIGNAL



BUS STOP



UTILITY POLE



LIGHT POLE



TRAFFIC SIGN



RIGHT-OF-WAY



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MARK S. MANWELL, P.E.

Lic. No. NUMBER 53938



*RADAR ROAD
CONCEPT DESIGN*

SHEET NO.

G

Appendix E:

Opinion of Probable Costs

ENGINEER'S OPINION OF PROBABLE COST
TowN Center Blvd and East West Parkway

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 05/01/20 - 04/30/21	PROBABLE UNIT COST (10% INCREASE)	TOTAL
I. EARTHWORK						
110-1-1	CLEARING & GRUBBING		AC	\$73,570.99	\$80,928.09	\$0.00
110-4	REMOVAL OF EXISTING CONCRETE	200	SY	\$31.19	\$34.31	\$6,861.80
160-4	TYPE B STABILIZATION	1,000	SY	\$10.40	\$11.44	\$11,440.00
SUBTOTAL I						\$18,301.80
II. ROADWAY						
285-709	OPTIONAL BASE, BASE GROUP 9	850	SY	\$42.01	\$46.21	\$39,279.35
334-1-52	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B, PG76-22	60	TN	\$208.00	\$228.80	\$13,728.00
337-7-81	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-12.5, PG 76-22	60	TN	\$145.22	\$159.74	\$9,584.52
520-1-10	CONCRETE CURB & GUTTER, TYPE F	650	LF	\$41.51	\$45.66	\$29,679.65
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	20	SY	\$62.93	\$69.22	\$1,384.46
527-2	DETECTABLE WARNINGS	160	SF	\$33.99	\$37.39	\$5,982.24
570-1-2	PERFORMANCE TURF, SOD	1,000	SY	\$2.77	\$3.05	\$3,047.00
SUBTOTAL II						\$102,685.22
III. SIGNING & STRIPING						
700-1-50	SINGLE POST SIGN, RELOCATE	0	AS	\$132.97	\$146.27	\$0.00
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	3	EA	\$69.74	\$76.71	\$230.14
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID, 12"	0	LF	\$7.62	\$8.38	\$0.00
711-14-125	THERMOPLASTIC, PREFORM, WHITE, SOLID, 24"	40	LF	\$13.77	\$15.15	\$605.88
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.045	GM	\$3,956.94	\$4,352.63	\$197.85
715-4-60	LIGHT POLE COMPLETE, RELOCATE	3	EA	\$2,985.97	\$3,284.57	\$9,853.70
SUBTOTAL III						\$10,887.57
IV. TOTALS						
SUBTOTAL I+II+III						\$131,874.59
MOBILIZATION (10%)						\$13,187.46
TEMPORARY TRAFFIC CONTROL (15%)						\$21,759.31
CONSTRUCTION TOTAL						\$166,821.36
ENGINEERING (30%)						\$50,046.41
CEI (15%)						\$25,023.20
P.E.C.E.I. Total						\$75,069.61
GRAND TOTAL						\$241,890.97

ENGINEER'S OPINION OF PROBABLE COST
US 17 at East West Parkway Improvements

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 05/01/20 - 04/30/21	PROBABLE UNIT COST (10% INCREASE)	TOTAL
I. EARTHWORK						
110-1-1	CLEARING & GRUBBING	0.40	AC	\$73,570.99	\$80,928.09	\$32,371.24
110-4	REMOVAL OF EXISTING CONCRETE	1,150	SY	\$31.19	\$34.31	\$39,455.35
160-4	TYPE B STABILIZATION	1,930	SY	\$10.40	\$11.44	\$22,079.20
SUBTOTAL I						\$93,905.79
II. ROADWAY						
285-709	OPTIONAL BASE, BASE GROUP 9	1,520	SY	\$42.01	\$46.21	\$70,240.72
327-70-6	MILLING EXISTING ASPHALT PAVEMENT, 1 1/2" AVG DEPTH	4,550	SY	\$1.23	\$1.35	\$6,156.15
334-1-52	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B, PG76-22	170	TN	\$208.00	\$228.80	\$38,896.00
337-7-81	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-12.5, PG 76-22	500	TN	\$145.22	\$159.74	\$79,871.00
520-1-10	CONCRETE CURB & GUTTER, TYPE F	820	LF	\$41.51	\$45.66	\$37,442.02
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	0	SY	\$62.93	\$69.22	\$0.00
527-2	DETECTABLE WARNINGS	0	SF	\$33.99	\$37.39	\$0.00
570-1-2	PERFORMANCE TURF, SOD	92	SY	\$2.77	\$3.05	\$280.32
SUBTOTAL II						\$232,886.21
III. SIGNING & STRIPING						
700-1-50	SINGLE POST SIGN, RELOCATE	0	AS	\$132.97	\$146.27	\$0.00
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	10	EA	\$69.74	\$76.71	\$767.14
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID,12"	0	LF	\$7.62	\$8.38	\$0.00
711-14-125	THERMOPLASTIC, PREFORM, WHITE, SOLID,24"	60	LF	\$13.77	\$15.15	\$908.82
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.820	GM	\$3,956.94	\$4,352.63	\$3,569.16
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE OR SYMBOL	5	EA	\$110.92	\$122.01	\$610.06
SUBTOTAL III						\$5,855.18
IV. SIGNAL						
646-1-40	ALUMINUM SIGNALS POLE, RELOCATE	0	EA	\$1,126.00	\$1,238.60	\$0.00
SUBTOTAL IV						\$0.00
V. TOTALS						
SUBTOTAL I+II+III+IV						\$332,647.18
MOBILIZATION (10%)						\$33,264.72
TEMPORARY TRAFFIC CONTROL (15%)						\$54,886.78
CONSTRUCTION TOTAL						\$420,798.68
ENGINEERING (30%)						\$126,239.60
CEI (15%)						\$63,119.80
P.E.C.E.I. Total						\$189,359.41
GRAND TOTAL						\$610,158.09

ENGINEER'S OPINION OF PROBABLE COST

Village Square Parkway and Town Center Boulevard Improvements

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 03/01/20 - 02/28/21	PROBABLE UNIT COST (10% INCREASE)	TOTAL
I. EARTHWORK						
110-1-1	CLEARING & GRUBBING	0.05	AC	\$69,879.01	\$76,866.91	\$3,843.35
SUBTOTAL I						\$3,843.35
II. SIGNALIZATION						
630-2-11	SIGNALS-CONDUIT, F&I, (OPEN TRENCH)	100	LF	\$9.41	\$10.35	\$1,035.10
630-2-12	SIGNALS-CONDUIT, F&I, (DIRECTIONAL BORE)	300	LF	\$22.52	\$24.77	\$7,431.60
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1	PI	\$6,155.41	\$6,770.95	\$6,770.95
634-4-152	SPAN WIRE ASSEM, F&I, TWO PT, BOX/DROP B	1	PI	\$7,080.01	\$7,788.01	\$7,788.01
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	10	EA	\$759.96	\$835.96	\$8,359.56
639-1-122	ELECTRICAL POWER SRV,F&I, UG,PUR CONT	1	AS	\$3,511.72	\$3,862.89	\$3,862.89
639-2-1	ELECTRICAL SERVICE WIRE, F&I	100	LF	\$5.65	\$6.22	\$621.50
641-2-18	PREST CNC POLE,F&I,TYP P-VIII	4	EA	\$10,946.87	\$12,041.56	\$48,166.23
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	10	AS	\$1,034.17	\$1,137.59	\$11,375.87
660-1-110	LOOP DETECTOR INDUCTIVE, F&I, TYPE 10	6	EA	\$341.86	\$376.05	\$2,256.28
660-2-102	LOOP ASSEMBLY, F&I, (TYPE B)	12	AS	\$819.85	\$901.84	\$10,822.02
660-2-106	LOOP ASSEMBLY, F&I, (TYPE F)	4	AS	\$1,091.49	\$1,200.64	\$4,802.56
670-5-111	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA	1	AS	\$28,839.54	\$31,723.49	\$31,723.49
665-1-11	PEDESTRIAN DETECTOR, FURNISH & INSTALL, STANDARD	8	EA	\$306.84	\$337.52	\$2,700.19
653-1-11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	8	EA	\$686.28	\$754.91	\$6,039.26
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	8	EA	\$1,601.65	\$1,761.82	\$14,094.52
715-5-31	LUMINAIRE & BRACKET ARM- ALUMINUM, FURNISH & INSTALL NEW	4	EA	\$1,821.90	\$2,004.09	\$8,016.36
SUBTOTAL II						\$175,866.39
III. TOTALS						
SUBTOTAL I+II						\$179,709.74
MOBILIZATION (10%)						\$17,970.97
TEMPORARY TRAFFIC CONTROL (15%)						\$29,652.11
CONSTRUCTION TOTAL						\$227,332.82
ENGINEERING (30%)						\$68,199.85
CEI (15%)						\$34,099.92
P.E.C.E.I. Total						\$102,299.77
GRAND TOTAL						\$329,632.59

Appendix F:

2020 Peak Hour Turning Movement Volumes

Peggy Malone & Associates

(888) 247-8602

File Name : 1_US 17 & E West Pkwy AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	US 17 Southbound					US 17 Northbound				E West Pkwy Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:30 AM	13	204	0	0	217	277	23	0	300	24	13	0	37	554
06:45 AM	29	211	0	0	240	299	28	0	327	19	13	0	32	599
Total	42	415	0	0	457	576	51	0	627	43	26	0	69	1153
07:00 AM	21	241	0	0	262	355	23	0	378	41	15	0	56	696
07:15 AM	14	202	1	0	217	399	48	0	447	30	21	1	52	716
07:30 AM	19	270	1	0	290	395	45	0	440	39	18	0	57	787
07:45 AM	31	254	0	0	285	371	55	0	426	42	21	0	63	774
Total	85	967	2	0	1054	1520	171	0	1691	152	75	1	228	2973
08:00 AM	22	240	0	0	262	389	53	0	442	29	21	0	50	754
08:15 AM	32	234	1	0	267	321	58	0	379	47	15	0	62	708
08:30 AM	28	195	1	0	224	308	54	0	362	41	10	0	51	637
08:45 AM	27	257	0	0	284	308	68	0	376	48	19	0	67	727
Total	109	926	2	0	1037	1326	233	0	1559	165	65	0	230	2826
Grand Total	236	2308	4	0	2548	3422	455	0	3877	360	166	1	527	6952
Apprch %	9.3	90.6	0.2	0		88.3	11.7	0		68.3	31.5	0.2		
Total %	3.4	33.2	0.1	0	36.7	49.2	6.5	0	55.8	5.2	2.4	0	7.6	

Start Time	US 17 Southbound				US 17 Northbound			E West Pkwy Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	14	202	1	217	399	48	447	30	21	51	715
07:30 AM	19	270	1	290	395	45	440	39	18	57	787
07:45 AM	31	254	0	285	371	55	426	42	21	63	774
08:00 AM	22	240	0	262	389	53	442	29	21	50	754
Total Volume	86	966	2	1054	1554	201	1755	140	81	221	3030
% App. Total	8.2	91.7	0.2		88.5	11.5		63.3	36.7		
PHF	.694	.894	.500	.909	.974	.914	.982	.833	.964	.877	.963

Peggy Malone & Associates

(888) 247-8602

File Name : 1_US 17 & E West Pkwy AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Trucks

Start Time	US 17 Southbound					US 17 Northbound				E West Pkwy Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:30 AM	0	8	0	0	8	7	0	0	7	0	1	0	1	16
06:45 AM	0	18	0	0	18	10	0	0	10	0	1	0	1	29
Total	0	26	0	0	26	17	0	0	17	0	2	0	2	45
07:00 AM	1	17	0	0	18	12	1	0	13	3	0	0	3	34
07:15 AM	0	13	0	0	13	16	2	0	18	2	0	0	2	33
07:30 AM	1	9	0	0	10	16	1	0	17	1	1	0	2	29
07:45 AM	0	4	0	0	4	16	1	0	17	0	0	0	0	21
Total	2	43	0	0	45	60	5	0	65	6	1	0	7	117
08:00 AM	1	25	0	0	26	24	1	0	25	1	0	0	1	52
08:15 AM	1	12	0	0	13	14	1	0	15	4	0	0	4	32
08:30 AM	1	15	0	0	16	7	0	0	7	1	1	0	2	25
08:45 AM	1	25	0	0	26	14	1	0	15	0	1	0	1	42
Total	4	77	0	0	81	59	3	0	62	6	2	0	8	151
Grand Total	6	146	0	0	152	136	8	0	144	12	5	0	17	313
Apprch %	3.9	96.1	0	0		94.4	5.6	0		70.6	29.4	0		
Total %	1.9	46.6	0	0	48.6	43.5	2.6	0	46	3.8	1.6	0	5.4	

Start Time	US 17 Southbound				US 17 Northbound			E West Pkwy Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	1	25	0	26	24	1	25	1	0	1	52
08:15 AM	1	12	0	13	14	1	15	4	0	4	32
08:30 AM	1	15	0	16	7	0	7	1	1	2	25
08:45 AM	1	25	0	26	14	1	15	0	1	1	42
Total Volume	4	77	0	81	59	3	62	6	2	8	151
% App. Total	4.9	95.1	0		95.2	4.8		75	25		
PHF	1.00	.770	.000	.779	.615	.750	.620	.375	.500	.500	.726

Peggy Malone & Associates

(888) 247-8602

File Name : 1_US 17 & E West Pkwy AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Combined

Start Time	US 17 Southbound					US 17 Northbound				E West Pkwy Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:30 AM	13	212	0	0	225	284	23	0	307	24	14	0	38	570
06:45 AM	29	229	0	0	258	309	28	0	337	19	14	0	33	628
Total	42	441	0	0	483	593	51	0	644	43	28	0	71	1198
07:00 AM	22	258	0	0	280	367	24	0	391	44	15	0	59	730
07:15 AM	14	215	1	0	230	415	50	0	465	32	21	1	54	749
07:30 AM	20	279	1	0	300	411	46	0	457	40	19	0	59	816
07:45 AM	31	258	0	0	289	387	56	0	443	42	21	0	63	795
Total	87	1010	2	0	1099	1580	176	0	1756	158	76	1	235	3090
08:00 AM	23	265	0	0	288	413	54	0	467	30	21	0	51	806
08:15 AM	33	246	1	0	280	335	59	0	394	51	15	0	66	740
08:30 AM	29	210	1	0	240	315	54	0	369	42	11	0	53	662
08:45 AM	28	282	0	0	310	322	69	0	391	48	20	0	68	769
Total	113	1003	2	0	1118	1385	236	0	1621	171	67	0	238	2977
Grand Total	242	2454	4	0	2700	3558	463	0	4021	372	171	1	544	7265
Apprch %	9	90.9	0.1	0		88.5	11.5	0		68.4	31.4	0.2		
Total %	3.3	33.8	0.1	0	37.2	49	6.4	0	55.3	5.1	2.4	0	7.5	

Start Time	US 17 Southbound				US 17 Northbound			E West Pkwy Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	14	215	1	230	415	50	465	32	21	53	748
07:30 AM	20	279	1	300	411	46	457	40	19	59	816
07:45 AM	31	258	0	289	387	56	443	42	21	63	795
08:00 AM	23	265	0	288	413	54	467	30	21	51	806
Total Volume	88	1017	2	1107	1626	206	1832	144	82	226	3165
% App. Total	7.9	91.9	0.2		88.8	11.2		63.7	36.3		
PHF	.710	.911	.500	.923	.980	.920	.981	.857	.976	.897	.970

Peggy Malone & Associates

(888) 247-8602

File Name : 1_US 17 & E West Pkwy MID
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	US 17 Southbound					US 17 Northbound				E West Pkwy Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
11:30 AM	38	194	0	0	232	250	77	0	327	69	18	0	87	646
11:45 AM	48	206	2	0	256	237	89	0	326	70	22	0	92	674
Total	86	400	2	0	488	487	166	0	653	139	40	0	179	1320
12:00 PM	46	240	1	0	287	220	69	0	289	84	21	0	105	681
12:15 PM	44	233	1	0	278	257	75	0	332	91	23	0	114	724
12:30 PM	42	274	3	0	319	259	76	0	335	70	25	0	95	749
12:45 PM	37	235	3	0	275	234	77	0	311	91	23	0	114	700
Total	169	982	8	0	1159	970	297	0	1267	336	92	0	428	2854
01:00 PM	45	261	2	0	308	216	66	0	282	78	28	0	106	696
01:15 PM	41	236	0	0	277	253	76	0	329	76	15	0	91	697
Grand Total	341	1879	12	0	2232	1926	605	0	2531	629	175	0	804	5567
Apprch %	15.3	84.2	0.5	0		76.1	23.9	0		78.2	21.8	0		
Total %	6.1	33.8	0.2	0	40.1	34.6	10.9	0	45.5	11.3	3.1	0	14.4	

Start Time	US 17 Southbound				US 17 Northbound			E West Pkwy Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 12:15 PM											
12:15 PM	44	233	1	278	257	75	332	91	23	114	724
12:30 PM	42	274	3	319	259	76	335	70	25	95	749
12:45 PM	37	235	3	275	234	77	311	91	23	114	700
01:00 PM	45	261	2	308	216	66	282	78	28	106	696
Total Volume	168	1003	9	1180	966	294	1260	330	99	429	2869
% App. Total	14.2	85	0.8		76.7	23.3		76.9	23.1		
PHF	.933	.915	.750	.925	.932	.955	.940	.907	.884	.941	.958

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(888) 247-8602

File Name : 1_US 17 & E West Pkwy MID
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Trucks

Start Time	US 17 Southbound					US 17 Northbound				E West Pkwy Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
11:30 AM	1	21	0	0	22	26	1	0	27	0	1	0	1	50
11:45 AM	2	16	0	0	18	17	1	0	18	1	0	0	1	37
Total	3	37	0	0	40	43	2	0	45	1	1	0	2	87
12:00 PM	1	9	0	0	10	21	1	0	22	1	1	0	2	34
12:15 PM	2	12	0	0	14	21	0	0	21	0	1	0	1	36
12:30 PM	1	14	0	0	15	16	1	0	17	0	1	0	1	33
12:45 PM	1	17	0	0	18	18	0	0	18	0	1	0	1	37
Total	5	52	0	0	57	76	2	0	78	1	4	0	5	140
01:00 PM	2	18	0	0	20	17	0	0	17	1	0	0	1	38
01:15 PM	0	13	0	0	13	17	2	0	19	1	1	0	2	34
Grand Total	10	120	0	0	130	153	6	0	159	4	6	0	10	299
Apprch %	7.7	92.3	0	0		96.2	3.8	0		40	60	0		
Total %	3.3	40.1	0	0	43.5	51.2	2	0	53.2	1.3	2	0	3.3	

Start Time	US 17 Southbound				US 17 Northbound			E West Pkwy Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 11:30 AM											
11:30 AM	1	21	0	22	26	1	27	0	1	1	50
11:45 AM	2	16	0	18	17	1	18	1	0	1	37
12:00 PM	1	9	0	10	21	1	22	1	1	2	34
12:15 PM	2	12	0	14	21	0	21	0	1	1	36
Total Volume	6	58	0	64	85	3	88	2	3	5	157
% App. Total	9.4	90.6	0		96.6	3.4		40	60		
PHF	.750	.690	.000	.727	.817	.750	.815	.500	.750	.625	.785

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File Name : 1_US 17 & E West Pkwy MID
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Combined

Start Time	US 17 Southbound					US 17 Northbound				E West Pkwy Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
11:30 AM	39	215	0	0	254	276	78	0	354	69	19	0	88	696
11:45 AM	50	222	2	0	274	254	90	0	344	71	22	0	93	711
Total	89	437	2	0	528	530	168	0	698	140	41	0	181	1407
12:00 PM	47	249	1	0	297	241	70	0	311	85	22	0	107	715
12:15 PM	46	245	1	0	292	278	75	0	353	91	24	0	115	760
12:30 PM	43	288	3	0	334	275	77	0	352	70	26	0	96	782
12:45 PM	38	252	3	0	293	252	77	0	329	91	24	0	115	737
Total	174	1034	8	0	1216	1046	299	0	1345	337	96	0	433	2994
01:00 PM	47	279	2	0	328	233	66	0	299	79	28	0	107	734
01:15 PM	41	249	0	0	290	270	78	0	348	77	16	0	93	731
Grand Total	351	1999	12	0	2362	2079	611	0	2690	633	181	0	814	5866
Apprch %	14.9	84.6	0.5	0		77.3	22.7	0		77.8	22.2	0		
Total %	6	34.1	0.2	0	40.3	35.4	10.4	0	45.9	10.8	3.1	0	13.9	

Start Time	US 17 Southbound				US 17 Northbound			E West Pkwy Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 12:15 PM											
12:15 PM	46	245	1	292	278	75	353	91	24	115	760
12:30 PM	43	288	3	334	275	77	352	70	26	96	782
12:45 PM	38	252	3	293	252	77	329	91	24	115	737
01:00 PM	47	279	2	328	233	66	299	79	28	107	734
Total Volume	174	1064	9	1247	1038	295	1333	331	102	433	3013
% App. Total	14	85.3	0.7		77.9	22.1		76.4	23.6		
PHF	.926	.924	.750	.933	.933	.958	.944	.909	.911	.941	.963

Peggy Malone & Associates

(888) 247-8602

File Name : 1_US 17 & E West Pkwy PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	US 17 Southbound					US 17 Northbound				E West Pkwy Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
02:30 PM	47	253	2	0	302	247	83	0	330	103	37	1	141	773
02:45 PM	61	283	1	0	345	283	75	0	358	103	21	1	125	828
Total	108	536	3	0	647	530	158	0	688	206	58	2	266	1601
03:00 PM	60	345	1	0	406	262	88	0	350	100	30	0	130	886
03:15 PM	57	314	2	0	373	249	91	0	340	120	22	0	142	855
03:30 PM	50	335	0	0	385	295	80	0	375	120	30	1	151	911
03:45 PM	58	417	0	0	475	341	73	0	414	103	34	0	137	1026
Total	225	1411	3	0	1639	1147	332	0	1479	443	116	1	560	3678
04:00 PM	48	416	0	0	464	286	79	0	365	109	25	0	134	963
04:15 PM	54	382	1	0	437	293	97	0	390	100	27	1	128	955
04:30 PM	48	421	0	0	469	312	82	0	394	95	23	1	119	982
04:45 PM	68	428	0	0	496	299	100	0	399	101	25	0	126	1021
Total	218	1647	1	0	1866	1190	358	0	1548	405	100	2	507	3921
05:00 PM	64	450	0	0	514	332	95	0	427	117	33	1	151	1092
05:15 PM	64	390	0	0	454	329	95	0	424	104	31	2	137	1015
05:30 PM	55	413	1	0	469	298	84	0	382	130	33	0	163	1014
05:45 PM	44	419	0	0	463	246	91	0	337	85	20	0	105	905
Total	227	1672	1	0	1900	1205	365	0	1570	436	117	3	556	4026
Grand Total	778	5266	8	0	6052	4072	1213	0	5285	1490	391	8	1889	13226
Apprch %	12.9	87	0.1	0		77	23	0		78.9	20.7	0.4		
Total %	5.9	39.8	0.1	0	45.8	30.8	9.2	0	40	11.3	3	0.1	14.3	

Start Time	US 17 Southbound				US 17 Northbound			E West Pkwy Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	68	428	0	496	299	100	399	101	25	126	1021
05:00 PM	64	450	0	514	332	95	427	117	33	150	1091
05:15 PM	64	390	0	454	329	95	424	104	31	135	1013
05:30 PM	55	413	1	469	298	84	382	130	33	163	1014
Total Volume	251	1681	1	1933	1258	374	1632	452	122	574	4139
% App. Total	13	87	0.1		77.1	22.9		78.7	21.3		
PHF	.923	.934	.250	.940	.947	.935	.956	.869	.924	.880	.948

Peggy Malone & Associates

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File Name : 1_US 17 & E West Pkwy PM
 Site Code :
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Groups Printed- Trucks

Start Time	US 17 Southbound					US 17 Northbound				E West Pkwy Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
02:30 PM	2	15	0	0	17	18	0	0	18	2	2	0	4	39
02:45 PM	1	19	0	0	20	24	0	0	24	3	2	0	5	49
Total	3	34	0	0	37	42	0	0	42	5	4	0	9	88
03:00 PM	2	20	0	0	22	16	0	0	16	1	2	0	3	41
03:15 PM	0	10	0	0	10	19	1	0	20	4	1	0	5	35
03:30 PM	0	10	0	0	10	18	3	0	21	2	0	0	2	33
03:45 PM	0	8	0	0	8	17	0	0	17	2	1	0	3	28
Total	2	48	0	0	50	70	4	0	74	9	4	0	13	137
04:00 PM	0	15	0	0	15	19	1	0	20	1	1	0	2	37
04:15 PM	0	8	0	0	8	15	1	0	16	0	0	0	0	24
04:30 PM	0	17	0	0	17	21	1	0	22	0	1	0	1	40
04:45 PM	0	7	0	0	7	17	2	0	19	0	0	0	0	26
Total	0	47	0	0	47	72	5	0	77	1	2	0	3	127
05:00 PM	0	8	0	0	8	14	0	0	14	0	0	0	0	22
05:15 PM	1	6	0	0	7	12	0	0	12	1	0	0	1	20
05:30 PM	1	7	0	0	8	11	0	0	11	0	0	0	0	19
05:45 PM	1	4	0	0	5	6	0	0	6	1	0	0	1	12
Total	3	25	0	0	28	43	0	0	43	2	0	0	2	73
Grand Total	8	154	0	0	162	227	9	0	236	17	10	0	27	425
Apprch %	4.9	95.1	0	0		96.2	3.8	0		63	37	0		
Total %	1.9	36.2	0	0	38.1	53.4	2.1	0	55.5	4	2.4	0	6.4	

Start Time	US 17 Southbound				US 17 Northbound			E West Pkwy Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:30 PM											
02:30 PM	2	15	0	17	18	0	18	2	2	4	39
02:45 PM	1	19	0	20	24	0	24	3	2	5	49
03:00 PM	2	20	0	22	16	0	16	1	2	3	41
03:15 PM	0	10	0	10	19	1	20	4	1	5	35
Total Volume	5	64	0	69	77	1	78	10	7	17	164
% App. Total	7.2	92.8	0		98.7	1.3		58.8	41.2		
PHF	.625	.800	.000	.784	.802	.250	.813	.625	.875	.850	.837

Peggy Malone & Associates

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File Name : 1_US 17 & E West Pkwy PM
 Site Code :
 Start Date : 12/8/2020
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Groups Printed- Combined

Start Time	US 17 Southbound					US 17 Northbound				E West Pkwy Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
02:30 PM	49	268	2	0	319	265	83	0	348	105	39	1	145	812
02:45 PM	62	302	1	0	365	307	75	0	382	106	23	1	130	877
Total	111	570	3	0	684	572	158	0	730	211	62	2	275	1689
03:00 PM	62	365	1	0	428	278	88	0	366	101	32	0	133	927
03:15 PM	57	324	2	0	383	268	92	0	360	124	23	0	147	890
03:30 PM	50	345	0	0	395	313	83	0	396	122	30	1	153	944
03:45 PM	58	425	0	0	483	358	73	0	431	105	35	0	140	1054
Total	227	1459	3	0	1689	1217	336	0	1553	452	120	1	573	3815
04:00 PM	48	431	0	0	479	305	80	0	385	110	26	0	136	1000
04:15 PM	54	390	1	0	445	308	98	0	406	100	27	1	128	979
04:30 PM	48	438	0	0	486	333	83	0	416	95	24	1	120	1022
04:45 PM	68	435	0	0	503	316	102	0	418	101	25	0	126	1047
Total	218	1694	1	0	1913	1262	363	0	1625	406	102	2	510	4048
05:00 PM	64	458	0	0	522	346	95	0	441	117	33	1	151	1114
05:15 PM	65	396	0	0	461	341	95	0	436	105	31	2	138	1035
05:30 PM	56	420	1	0	477	309	84	0	393	130	33	0	163	1033
05:45 PM	45	423	0	0	468	252	91	0	343	86	20	0	106	917
Total	230	1697	1	0	1928	1248	365	0	1613	438	117	3	558	4099
Grand Total	786	5420	8	0	6214	4299	1222	0	5521	1507	401	8	1916	13651
Apprch %	12.6	87.2	0.1	0		77.9	22.1	0		78.7	20.9	0.4		
Total %	5.8	39.7	0.1	0	45.5	31.5	9	0	40.4	11	2.9	0.1	14	

Start Time	US 17 Southbound				US 17 Northbound			E West Pkwy Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	68	435	0	503	316	102	418	101	25	126	1047
05:00 PM	64	458	0	522	346	95	441	117	33	150	1113
05:15 PM	65	396	0	461	341	95	436	105	31	136	1033
05:30 PM	56	420	1	477	309	84	393	130	33	163	1033
Total Volume	253	1709	1	1963	1312	376	1688	453	122	575	4226
% App. Total	12.9	87.1	0.1		77.7	22.3		78.8	21.2		
PHF	.930	.933	.250	.940	.948	.922	.957	.871	.924	.882	.949

Peggy Malone & Associates

(888) 247-8602

File Name : 2_US 17 & Radar Rd_Pine Forest Dr AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	US 17 Southbound					Pine Forest Dr W Westbound					US 17 Northbound					Radar 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	
06:30 AM	0	241	4	0	245	0	0	0	0	0	0	311	0	0	311	0	0	0	0	0	556
06:45 AM	0	222	4	0	226	2	0	0	0	2	0	322	0	0	322	0	0	0	0	0	550
Total	0	463	8	0	471	2	0	0	0	2	0	633	0	0	633	0	0	0	0	0	1106
07:00 AM	0	286	3	0	289	2	0	0	0	2	0	385	0	0	385	0	0	1	0	1	677
07:15 AM	0	231	5	0	236	1	0	0	0	1	0	464	1	0	465	0	0	0	0	0	702
07:30 AM	1	276	4	0	281	2	0	0	0	2	0	411	0	0	411	1	0	0	0	1	695
07:45 AM	2	315	5	0	322	2	0	0	0	2	0	416	1	0	417	1	0	0	0	1	742
Total	3	1108	17	0	1128	7	0	0	0	7	0	1676	2	0	1678	2	0	1	0	3	2816
08:00 AM	0	246	5	0	251	0	0	0	0	0	0	426	0	0	426	0	0	0	0	0	677
08:15 AM	3	291	6	0	300	2	0	0	0	2	0	358	0	0	358	0	0	0	0	0	660
08:30 AM	2	239	4	0	245	0	0	0	0	0	0	383	1	0	384	0	0	1	0	1	630
08:45 AM	4	287	0	0	291	2	0	0	0	2	0	344	1	0	345	0	0	1	0	1	639
Total	9	1063	15	0	1087	4	0	0	0	4	0	1511	2	0	1513	0	0	2	0	2	2606
Grand Total	12	2634	40	0	2686	13	0	0	0	13	0	3820	4	0	3824	2	0	3	0	5	6528
Apprch %	0.4	98.1	1.5	0		100	0	0	0		0	99.9	0.1	0		40	0	60	0		
Total %	0.2	40.3	0.6	0	41.1	0.2	0	0	0	0.2	0	58.5	0.1	0	58.6	0	0	0	0	0.1	

Start Time	US 17 Southbound					Pine Forest Dr W Westbound					US 17 Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	286	3	0	289	2	0	0	0	2	0	385	0	0	385	0	0	1	0	1	677
07:15 AM	0	231	5	0	236	1	0	0	0	1	0	464	1	465	0	0	0	0	0	0	702
07:30 AM	1	276	4	0	281	2	0	0	0	2	0	411	0	411	1	0	0	0	0	1	695
07:45 AM	2	315	5	0	322	2	0	0	0	2	0	416	1	417	1	0	0	0	0	1	742
Total Volume	3	1108	17	0	1128	7	0	0	0	7	0	1676	2	1678	2	0	1	0	3	2816	
% App. Total	0.3	98.2	1.5	0		100	0	0	0		0	99.9	0.1		66.7	0	33.3				
PHF	.375	.879	.850	.876		.875	.000	.000	.875		.000	.903	.500	.902	.500	.000	.250	.750		.949	

Peggy Malone & Associates

(888) 247-8602

File Name : 2_US 17 & Radar Rd_Pine Forest Dr AM
 Site Code :
 Start Date : 12/8/2020
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Groups Printed- Trucks

Start Time	US 17 Southbound					Pine Forest Dr W Westbound					US 17 Northbound					Radar 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	
06:30 AM	0	7	1	0	8	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	15
06:45 AM	0	19	0	0	19	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	31
Total	0	26	1	0	27	1	0	0	0	1	0	18	0	0	18	0	0	0	0	0	46
07:00 AM	0	20	0	0	20	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	33
07:15 AM	0	15	0	0	15	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	33
07:30 AM	0	9	2	0	11	1	0	0	0	1	0	17	0	0	17	0	0	0	0	0	29
07:45 AM	0	5	0	0	5	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	22
Total	0	49	2	0	51	1	0	0	0	1	0	65	0	0	65	0	0	0	0	0	117
08:00 AM	0	25	0	0	25	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	50
08:15 AM	0	15	1	0	16	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	31
08:30 AM	0	15	0	0	15	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	23
08:45 AM	0	23	0	0	23	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	38
Total	0	78	1	0	79	0	0	0	0	0	0	63	0	0	63	0	0	0	0	0	142
Grand Total	0	153	4	0	157	2	0	0	0	2	0	146	0	0	146	0	0	0	0	0	305
Apprch %	0	97.5	2.5	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	50.2	1.3	0	51.5	0.7	0	0	0	0.7	0	47.9	0	0	47.9	0	0	0	0	0	

Start Time	US 17 Southbound					Pine Forest Dr W Westbound					US 17 Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	25	0	0	25	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	50
08:15 AM	0	15	1	0	16	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	31
08:30 AM	0	15	0	0	15	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	23
08:45 AM	0	23	0	0	23	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	38
Total Volume	0	78	1	0	79	0	0	0	0	0	0	63	0	0	63	0	0	0	0	0	142
% App. Total	0	98.7	1.3	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.780	.250		.790	.000	.000	.000	.000		.000	.630	.000	.630		.000	.000	.000	.000		.710

Peggy Malone & Associates

(888) 247-8602

File Name : 2_US 17 & Radar Rd_Pine Forest Dr AM
 Site Code :
 Start Date : 12/8/2020
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Groups Printed- Combined

Start Time	US 17 Southbound					Pine Forest Dr W Westbound					US 17 Northbound					Radar 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	
06:30 AM	0	248	5	0	253	1	0	0	0	1	0	317	0	0	317	0	0	0	0	0	571
06:45 AM	0	241	4	0	245	2	0	0	0	2	0	334	0	0	334	0	0	0	0	0	581
Total	0	489	9	0	498	3	0	0	0	3	0	651	0	0	651	0	0	0	0	0	1152
07:00 AM	0	306	3	0	309	2	0	0	0	2	0	398	0	0	398	0	0	1	0	1	710
07:15 AM	0	246	5	0	251	1	0	0	0	1	0	482	1	0	483	0	0	0	0	0	735
07:30 AM	1	285	6	0	292	3	0	0	0	3	0	428	0	0	428	1	0	0	0	1	724
07:45 AM	2	320	5	0	327	2	0	0	0	2	0	433	1	0	434	1	0	0	0	1	764
Total	3	1157	19	0	1179	8	0	0	0	8	0	1741	2	0	1743	2	0	1	0	3	2933
08:00 AM	0	271	5	0	276	0	0	0	0	0	0	451	0	0	451	0	0	0	0	0	727
08:15 AM	3	306	7	0	316	2	0	0	0	2	0	373	0	0	373	0	0	0	0	0	691
08:30 AM	2	254	4	0	260	0	0	0	0	0	0	391	1	0	392	0	0	1	0	1	653
08:45 AM	4	310	0	0	314	2	0	0	0	2	0	359	1	0	360	0	0	1	0	1	677
Total	9	1141	16	0	1166	4	0	0	0	4	0	1574	2	0	1576	0	0	2	0	2	2748
Grand Total	12	2787	44	0	2843	15	0	0	0	15	0	3966	4	0	3970	2	0	3	0	5	6833
Apprch %	0.4	98	1.5	0		100	0	0	0		0	99.9	0.1	0		40	0	60	0		
Total %	0.2	40.8	0.6	0	41.6	0.2	0	0	0	0.2	0	58	0.1	0	58.1	0	0	0	0	0.1	

Start Time	US 17 Southbound					Pine Forest Dr W Westbound					US 17 Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	246	5	0	251	1	0	0	0	1	0	482	1	483	0	0	0	0	0	0	735
07:30 AM	1	285	6	0	292	3	0	0	0	3	0	428	0	428	1	0	0	0	1	724	
07:45 AM	2	320	5	0	327	2	0	0	0	2	0	433	1	434	1	0	0	0	1	764	
08:00 AM	0	271	5	0	276	0	0	0	0	0	0	451	0	451	0	0	0	0	0	727	
Total Volume	3	1122	21	0	1146	6	0	0	0	6	0	1794	2	1796	2	0	0	0	2	2950	
% App. Total	0.3	97.9	1.8	0		100	0	0	0		0	99.9	0.1		100	0	0	0			
PHF	.375	.877	.875	.876		.500	.000	.000	.500		.000	.930	.500	.930	.500	.000	.000	.000	.500	.965	

Peggy Malone & Associates

(888) 247-8602

File Name : 2_US 17 & Radar Rd_Pine Forest Dr MID
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	US 17 Southbound					Pine Forest Dr W Westbound					US 17 Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	5	250	2	0	257	2	0	0	0	2	1	311	0	0	312	1	0	2	0	3	574
11:45 AM	2	285	5	0	292	3	0	0	0	3	1	310	0	0	311	1	0	3	0	4	610
Total	7	535	7	0	549	5	0	0	0	5	2	621	0	0	623	2	0	5	0	7	1184
12:00 PM	0	317	3	0	320	2	0	0	0	2	1	289	0	0	290	0	0	3	0	3	615
12:15 PM	5	313	5	0	323	3	0	0	0	3	1	324	0	0	325	0	0	1	0	1	652
12:30 PM	1	326	10	0	337	0	0	0	0	0	1	323	1	0	325	0	0	0	0	0	662
12:45 PM	4	315	7	0	326	0	0	1	0	1	1	301	0	0	302	0	1	0	0	1	630
Total	10	1271	25	0	1306	5	0	1	0	6	4	1237	1	0	1242	0	1	4	0	5	2559
01:00 PM	2	311	3	0	316	3	0	0	0	3	1	280	0	0	281	2	0	1	0	3	603
01:15 PM	2	322	3	0	327	3	0	0	0	3	1	323	0	0	324	0	0	2	0	2	656
Grand Total	21	2439	38	0	2498	16	0	1	0	17	8	2461	1	0	2470	4	1	12	0	17	5002
Apprch %	0.8	97.6	1.5	0		94.1	0	5.9	0		0.3	99.6	0	0		23.5	5.9	70.6	0		
Total %	0.4	48.8	0.8	0	49.9	0.3	0	0	0	0.3	0.2	49.2	0	0	49.4	0.1	0	0.2	0	0.3	

Start Time	US 17 Southbound				Pine Forest Dr W Westbound				US 17 Northbound				Radar 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 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	317	3	320	2	0	0	2	1	289	0	290	0	0	3	3	615
12:15 PM	5	313	5	323	3	0	0	3	1	324	0	325	0	0	1	1	652
12:30 PM	1	326	10	337	0	0	0	0	1	323	1	325	0	0	0	0	662
12:45 PM	4	315	7	326	0	0	1	1	1	301	0	302	0	1	0	1	630
Total Volume	10	1271	25	1306	5	0	1	6	4	1237	1	1242	0	1	4	5	2559
% App. Total	0.8	97.3	1.9		83.3	0	16.7		0.3	99.6	0.1		0	20	80		
PHF	.500	.975	.625	.969	.417	.000	.250	.500	1.00	.954	.250	.955	.000	.250	.333	.417	.966

Peggy Malone & Associates

(888) 247-8602

File Name : 2_US 17 & Radar Rd_Pine Forest Dr MID
 Site Code :
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Groups Printed- Trucks

Start Time	US 17 Southbound					Pine Forest Dr W Westbound					US 17 Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	0	19	0	0	19	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	45
11:45 AM	0	20	0	0	20	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	39
Total	0	39	0	0	39	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	84
12:00 PM	0	10	0	0	10	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	32
12:15 PM	0	13	0	0	13	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	33
12:30 PM	0	13	0	0	13	1	0	0	0	1	0	17	0	0	17	0	0	0	0	0	31
12:45 PM	0	17	0	0	17	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	35
Total	0	53	0	0	53	1	0	0	0	1	1	76	0	0	77	0	0	0	0	0	131
01:00 PM	0	16	0	0	16	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	38
01:15 PM	0	12	2	0	14	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	31
Grand Total	0	120	2	0	122	1	0	0	0	1	2	159	0	0	161	0	0	0	0	0	284
Apprch %	0	98.4	1.6	0		100	0	0	0		1.2	98.8	0	0		0	0	0	0	0	
Total %	0	42.3	0.7	0	43	0.4	0	0	0	0.4	0.7	56	0	0	56.7	0	0	0	0	0	

Start Time	US 17 Southbound				Pine Forest Dr W Westbound				US 17 Northbound				Radar 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 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	0	19	0	19	0	0	0	0	0	26	0	26	0	0	0	0	45
11:45 AM	0	20	0	20	0	0	0	0	0	19	0	19	0	0	0	0	39
12:00 PM	0	10	0	10	0	0	0	0	0	22	0	22	0	0	0	0	32
12:15 PM	0	13	0	13	0	0	0	0	1	19	0	20	0	0	0	0	33
Total Volume	0	62	0	62	0	0	0	0	1	86	0	87	0	0	0	0	149
% App. Total	0	100	0		0	0	0		1.1	98.9	0		0	0	0		
PHF	.000	.775	.000	.775	.000	.000	.000	.000	.250	.827	.000	.837	.000	.000	.000	.000	.828

Peggy Malone & Associates

(888) 247-8602

File Name : 2_US 17 & Radar Rd_Pine Forest Dr MID
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Groups Printed- Combined

Start Time	US 17 Southbound					Pine Forest Dr W Westbound					US 17 Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	5	269	2	0	276	2	0	0	0	2	1	337	0	0	338	1	0	2	0	3	619
11:45 AM	2	305	5	0	312	3	0	0	0	3	1	329	0	0	330	1	0	3	0	4	649
Total	7	574	7	0	588	5	0	0	0	5	2	666	0	0	668	2	0	5	0	7	1268
12:00 PM	0	327	3	0	330	2	0	0	0	2	1	311	0	0	312	0	0	3	0	3	647
12:15 PM	5	326	5	0	336	3	0	0	0	3	2	343	0	0	345	0	0	1	0	1	685
12:30 PM	1	339	10	0	350	1	0	0	0	1	1	340	1	0	342	0	0	0	0	0	693
12:45 PM	4	332	7	0	343	0	0	1	0	1	1	319	0	0	320	0	1	0	0	1	665
Total	10	1324	25	0	1359	6	0	1	0	7	5	1313	1	0	1319	0	1	4	0	5	2690
01:00 PM	2	327	3	0	332	3	0	0	0	3	1	302	0	0	303	2	0	1	0	3	641
01:15 PM	2	334	5	0	341	3	0	0	0	3	2	339	0	0	341	0	0	2	0	2	687
Grand Total	21	2559	40	0	2620	17	0	1	0	18	10	2620	1	0	2631	4	1	12	0	17	5286
Apprch %	0.8	97.7	1.5	0		94.4	0	5.6	0		0.4	99.6	0	0		23.5	5.9	70.6	0		
Total %	0.4	48.4	0.8	0	49.6	0.3	0	0	0	0.3	0.2	49.6	0	0	49.8	0.1	0	0.2	0	0.3	

Start Time	US 17 Southbound				Pine Forest Dr W Westbound				US 17 Northbound				Radar 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 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	327	3	330	2	0	0	2	1	311	0	312	0	0	3	3	647
12:15 PM	5	326	5	336	3	0	0	3	2	343	0	345	0	0	1	1	685
12:30 PM	1	339	10	350	1	0	0	1	1	340	1	342	0	0	0	0	693
12:45 PM	4	332	7	343	0	0	1	1	1	319	0	320	0	1	0	1	665
Total Volume	10	1324	25	1359	6	0	1	7	5	1313	1	1319	0	1	4	5	2690
% App. Total	0.7	97.4	1.8		85.7	0	14.3		0.4	99.5	0.1		0	20	80		
PHF	.500	.976	.625	.971	.500	.000	.250	.583	.625	.957	.250	.956	.000	.250	.333	.417	.970

Peggy Malone & Associates

(888) 247-8602

File Name : 2_US 17 & Radar Rd_Pine Forest Dr PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	US 17 Southbound					Pine Forest Dr W Westbound					US 17 Northbound					Radar 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	
02:30 PM	0	373	6	0	379	1	0	0	0	1	0	348	0	0	348	0	0	0	0	0	728
02:45 PM	2	390	1	0	393	1	0	0	0	1	1	338	0	0	339	2	0	1	0	3	736
Total	2	763	7	0	772	2	0	0	0	2	1	686	0	0	687	2	0	1	0	3	1464
03:00 PM	1	416	6	0	423	0	0	1	0	1	2	344	2	0	348	0	0	0	0	0	772
03:15 PM	3	476	3	0	482	2	0	0	0	2	0	353	2	0	355	0	0	2	0	2	841
03:30 PM	6	454	2	0	462	0	0	0	0	0	2	378	2	0	382	4	0	1	0	5	849
03:45 PM	2	490	4	0	496	3	0	0	0	3	0	367	2	0	369	3	0	5	0	8	876
Total	12	1836	15	0	1863	5	0	1	0	6	4	1442	8	0	1454	7	0	8	0	15	3338
04:00 PM	1	528	2	0	531	0	0	0	0	0	0	352	0	0	352	0	0	3	0	3	886
04:15 PM	1	492	3	0	496	2	0	0	0	2	0	399	0	0	399	1	0	0	0	1	898
04:30 PM	0	501	1	0	502	1	0	0	0	1	0	362	0	0	362	1	0	1	0	2	867
04:45 PM	1	512	0	0	513	3	0	0	1	4	0	384	0	0	384	0	0	1	0	1	902
Total	3	2033	6	0	2042	6	0	0	1	7	0	1497	0	0	1497	2	0	5	0	7	3553
05:00 PM	0	601	5	0	606	2	0	0	0	2	0	428	0	0	428	0	0	0	0	0	1036
05:15 PM	0	495	6	0	501	1	0	0	0	1	0	421	0	0	421	0	0	0	0	0	923
05:30 PM	4	498	3	0	505	3	0	0	0	3	0	348	1	0	349	9	0	5	0	14	871
05:45 PM	6	523	6	0	535	0	0	1	0	1	0	328	2	0	330	0	0	0	0	0	866
Total	10	2117	20	0	2147	6	0	1	0	7	0	1525	3	0	1528	9	0	5	0	14	3696
Grand Total	27	6749	48	0	6824	19	0	2	1	22	5	5150	11	0	5166	20	0	19	0	39	12051
Apprch %	0.4	98.9	0.7	0		86.4	0	9.1	4.5		0.1	99.7	0.2	0		51.3	0	48.7	0		
Total %	0.2	56	0.4	0	56.6	0.2	0	0	0	0.2	0	42.7	0.1	0	42.9	0.2	0	0.2	0	0.3	

Start Time	US 17 Southbound				Pine Forest Dr W Westbound				US 17 Northbound				Radar 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 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	512	0	513	3	0	0	3	0	384	0	384	0	0	1	1	901
05:00 PM	0	601	5	606	2	0	0	2	0	428	0	428	0	0	0	0	1036
05:15 PM	0	495	6	501	1	0	0	1	0	421	0	421	0	0	0	0	923
05:30 PM	4	498	3	505	3	0	0	3	0	348	1	349	9	0	5	14	871
Total Volume	5	2106	14	2125	9	0	0	9	0	1581	1	1582	9	0	6	15	3731
% App. Total	0.2	99.1	0.7		100	0	0		0	99.9	0.1		60	0	40		
PHF	.313	.876	.583	.877	.750	.000	.000	.750	.000	.923	.250	.924	.250	.000	.300	.268	.900

Peggy Malone & Associates

(888) 247-8602

File Name : 2_US 17 & Radar Rd_Pine Forest Dr PM
 Site Code :
 Start Date : 12/8/2020
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Groups Printed- Trucks

Start Time	US 17 Southbound					Pine Forest Dr W Westbound					US 17 Northbound					Radar 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	
02:30 PM	0	17	0	0	17	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	35
02:45 PM	1	20	0	0	21	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	46
Total	1	37	0	0	38	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	81
03:00 PM	0	23	0	0	23	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	39
03:15 PM	0	14	0	0	14	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	37
03:30 PM	0	12	0	0	12	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	33
03:45 PM	0	10	0	0	10	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	28
Total	0	59	0	0	59	0	0	0	0	0	0	77	0	0	77	0	0	1	0	1	137
04:00 PM	0	14	0	0	14	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	32
04:15 PM	0	8	0	0	8	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	25
04:30 PM	0	17	0	0	17	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	37
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	24
Total	0	44	0	0	44	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	118
05:00 PM	0	8	0	0	8	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	25
05:15 PM	0	6	0	0	6	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	18
05:30 PM	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	17
05:45 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
Total	0	26	0	0	26	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	71
Grand Total	1	166	0	0	167	0	0	0	0	0	0	239	0	0	239	0	0	1	0	1	407
Apprch %	0.6	99.4	0	0		0	0	0	0		0	100	0	0		0	0	100	0		
Total %	0.2	40.8	0	0	41	0	0	0	0	0	0	58.7	0	0	58.7	0	0	0.2	0	0.2	

Start Time	US 17 Southbound				Pine Forest Dr W Westbound				US 17 Northbound				Radar 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 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	0	17	0	17	0	0	0	0	0	18	0	18	0	0	0	0	35
02:45 PM	1	20	0	21	0	0	0	0	0	25	0	25	0	0	0	0	46
03:00 PM	0	23	0	23	0	0	0	0	0	16	0	16	0	0	0	0	39
03:15 PM	0	14	0	14	0	0	0	0	0	23	0	23	0	0	0	0	37
Total Volume	1	74	0	75	0	0	0	0	0	82	0	82	0	0	0	0	157
% App. Total	1.3	98.7	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.804	.000	.815	.000	.000	.000	.000	.000	.820	.000	.820	.000	.000	.000	.000	.853

Peggy Malone & Associates

(888) 247-8602

File Name : 2_US 17 & Radar Rd_Pine Forest Dr PM
 Site Code :
 Start Date : 12/8/2020
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Groups Printed- Combined

Start Time	US 17 Southbound					Pine Forest Dr W Westbound					US 17 Northbound					Radar 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	
02:30 PM	0	390	6	0	396	1	0	0	0	1	0	366	0	0	366	0	0	0	0	0	763
02:45 PM	3	410	1	0	414	1	0	0	0	1	1	363	0	0	364	2	0	1	0	3	782
Total	3	800	7	0	810	2	0	0	0	2	1	729	0	0	730	2	0	1	0	3	1545
03:00 PM	1	439	6	0	446	0	0	1	0	1	2	360	2	0	364	0	0	0	0	0	811
03:15 PM	3	490	3	0	496	2	0	0	0	2	0	376	2	0	378	0	0	2	0	2	878
03:30 PM	6	466	2	0	474	0	0	0	0	0	2	398	2	0	402	4	0	2	0	6	882
03:45 PM	2	500	4	0	506	3	0	0	0	3	0	385	2	0	387	3	0	5	0	8	904
Total	12	1895	15	0	1922	5	0	1	0	6	4	1519	8	0	1531	7	0	9	0	16	3475
04:00 PM	1	542	2	0	545	0	0	0	0	0	0	370	0	0	370	0	0	3	0	3	918
04:15 PM	1	500	3	0	504	2	0	0	0	2	0	416	0	0	416	1	0	0	0	1	923
04:30 PM	0	518	1	0	519	1	0	0	0	1	0	382	0	0	382	1	0	1	0	2	904
04:45 PM	1	517	0	0	518	3	0	0	1	4	0	403	0	0	403	0	0	1	0	1	926
Total	3	2077	6	0	2086	6	0	0	1	7	0	1571	0	0	1571	2	0	5	0	7	3671
05:00 PM	0	609	5	0	614	2	0	0	0	2	0	445	0	0	445	0	0	0	0	0	1061
05:15 PM	0	501	6	0	507	1	0	0	0	1	0	433	0	0	433	0	0	0	0	0	941
05:30 PM	4	505	3	0	512	3	0	0	0	3	0	358	1	0	359	9	0	5	0	14	888
05:45 PM	6	528	6	0	540	0	0	1	0	1	0	334	2	0	336	0	0	0	0	0	877
Total	10	2143	20	0	2173	6	0	1	0	7	0	1570	3	0	1573	9	0	5	0	14	3767
Grand Total	28	6915	48	0	6991	19	0	2	1	22	5	5389	11	0	5405	20	0	20	0	40	12458
Apprch %	0.4	98.9	0.7	0		86.4	0	9.1	4.5		0.1	99.7	0.2	0		50	0	50	0		
Total %	0.2	55.5	0.4	0	56.1	0.2	0	0	0	0.2	0	43.3	0.1	0	43.4	0.2	0	0.2	0	0.3	

Start Time	US 17 Southbound				Pine Forest Dr W Westbound				US 17 Northbound				Radar 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 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	518	1	519	1	0	0	1	0	382	0	382	1	0	1	2	904
04:45 PM	1	517	0	518	3	0	0	3	0	403	0	403	0	0	1	1	925
05:00 PM	0	609	5	614	2	0	0	2	0	445	0	445	0	0	0	0	1061
05:15 PM	0	501	6	507	1	0	0	1	0	433	0	433	0	0	0	0	941
Total Volume	1	2145	12	2158	7	0	0	7	0	1663	0	1663	1	0	2	3	3831
% App. Total	0	99.4	0.6		100	0	0		0	100	0		33.3	0	66.7		
PHF	.250	.881	.500	.879	.583	.000	.000	.583	.000	.934	.000	.934	.250	.000	.500	.375	.903

Peggy Malone & Associates

(888) 247-8602

File Name : 3_US 17 & River Christian Church Driveway AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	US 17 Southbound					US 17 Northbound				River Christian Church Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:30 AM	1	238	0	0	239	295	0	0	295	0	1	1	2	536
06:45 AM	0	239	0	0	239	319	0	0	319	0	0	2	2	560
Total	1	477	0	0	478	614	0	0	614	0	1	3	4	1096
07:00 AM	0	279	0	0	279	428	0	0	428	0	0	2	2	709
07:15 AM	1	231	0	0	232	465	0	0	465	0	0	0	0	697
07:30 AM	0	306	0	0	306	410	0	0	410	0	0	3	3	719
07:45 AM	2	283	0	0	285	418	1	0	419	1	0	1	2	706
Total	3	1099	0	0	1102	1721	1	0	1722	1	0	6	7	2831
08:00 AM	3	258	0	0	261	410	1	0	411	0	0	0	0	672
08:15 AM	8	267	0	0	275	358	5	0	363	0	0	2	2	640
08:30 AM	6	225	0	0	231	357	2	0	359	0	1	0	1	591
08:45 AM	26	260	0	0	286	327	15	0	342	0	0	0	0	628
Total	43	1010	0	0	1053	1452	23	0	1475	0	1	2	3	2531
Grand Total	47	2586	0	0	2633	3787	24	0	3811	1	2	11	14	6458
Apprch %	1.8	98.2	0	0		99.4	0.6	0		7.1	14.3	78.6		
Total %	0.7	40	0	0	40.8	58.6	0.4	0	59	0	0	0.2	0.2	

Start Time	US 17 Southbound				US 17 Northbound			River Christian Church Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:00 AM											
07:00 AM	0	279	0	279	428	0	428	0	0	0	707
07:15 AM	1	231	0	232	465	0	465	0	0	0	697
07:30 AM	0	306	0	306	410	0	410	0	0	0	716
07:45 AM	2	283	0	285	418	1	419	1	0	1	705
Total Volume	3	1099	0	1102	1721	1	1722	1	0	1	2825
% App. Total	0.3	99.7	0		99.9	0.1		100	0		
PHF	.375	.898	.000	.900	.925	.250	.926	.250	.000	.250	.986

Peggy Malone & Associates

(888) 247-8602

File Name : 3_US 17 & River Christian Church Driveway AM
 Site Code :
 Start Date : 12/8/2020
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Groups Printed- Trucks

Start Time	US 17 Southbound					US 17 Northbound				River Christian Church Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:30 AM	0	8	0	0	8	9	0	0	9	0	0	0	0	17
06:45 AM	0	18	0	0	18	8	0	0	8	0	0	0	0	26
Total	0	26	0	0	26	17	0	0	17	0	0	0	0	43
07:00 AM	0	20	0	0	20	13	0	0	13	0	0	0	0	33
07:15 AM	0	14	0	0	14	18	0	0	18	0	0	0	0	32
07:30 AM	0	9	0	0	9	16	0	0	16	0	0	0	0	25
07:45 AM	0	5	0	0	5	17	0	0	17	0	0	0	0	22
Total	0	48	0	0	48	64	0	0	64	0	0	0	0	112
08:00 AM	0	26	0	0	26	24	0	0	24	0	0	0	0	50
08:15 AM	0	15	0	0	15	16	0	0	16	0	0	0	0	31
08:30 AM	0	17	0	0	17	8	0	0	8	0	0	0	0	25
08:45 AM	1	23	0	0	24	16	0	0	16	0	0	0	0	40
Total	1	81	0	0	82	64	0	0	64	0	0	0	0	146
Grand Total	1	155	0	0	156	145	0	0	145	0	0	0	0	301
Apprch %	0.6	99.4	0	0		100	0	0		0	0	0	0	
Total %	0.3	51.5	0	0	51.8	48.2	0	0	48.2	0	0	0	0	

Start Time	US 17 Southbound				US 17 Northbound			River Christian Church Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	0	26	0	26	24	0	24	0	0	0	50
08:15 AM	0	15	0	15	16	0	16	0	0	0	31
08:30 AM	0	17	0	17	8	0	8	0	0	0	25
08:45 AM	1	23	0	24	16	0	16	0	0	0	40
Total Volume	1	81	0	82	64	0	64	0	0	0	146
% App. Total	1.2	98.8	0		100	0		0	0		
PHF	.250	.779	.000	.788	.667	.000	.667	.000	.000	.000	.730

Peggy Malone & Associates

(888) 247-8602

File Name : 3_US 17 & River Christian Church Driveway AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Combined

Start Time	US 17 Southbound					US 17 Northbound				River Christian Church Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:30 AM	1	246	0	0	247	304	0	0	304	0	1	1	2	553
06:45 AM	0	257	0	0	257	327	0	0	327	0	0	2	2	586
Total	1	503	0	0	504	631	0	0	631	0	1	3	4	1139
07:00 AM	0	299	0	0	299	441	0	0	441	0	0	2	2	742
07:15 AM	1	245	0	0	246	483	0	0	483	0	0	0	0	729
07:30 AM	0	315	0	0	315	426	0	0	426	0	0	3	3	744
07:45 AM	2	288	0	0	290	435	1	0	436	1	0	1	2	728
Total	3	1147	0	0	1150	1785	1	0	1786	1	0	6	7	2943
08:00 AM	3	284	0	0	287	434	1	0	435	0	0	0	0	722
08:15 AM	8	282	0	0	290	374	5	0	379	0	0	2	2	671
08:30 AM	6	242	0	0	248	365	2	0	367	0	1	0	1	616
08:45 AM	27	283	0	0	310	343	15	0	358	0	0	0	0	668
Total	44	1091	0	0	1135	1516	23	0	1539	0	1	2	3	2677
Grand Total	48	2741	0	0	2789	3932	24	0	3956	1	2	11	14	6759
Apprch %	1.7	98.3	0	0		99.4	0.6	0		7.1	14.3	78.6		
Total %	0.7	40.6	0	0	41.3	58.2	0.4	0	58.5	0	0	0.2	0.2	

Start Time	US 17 Southbound				US 17 Northbound			River Christian Church Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:00 AM											
07:00 AM	0	299	0	299	441	0	441	0	0	0	740
07:15 AM	1	245	0	246	483	0	483	0	0	0	729
07:30 AM	0	315	0	315	426	0	426	0	0	0	741
07:45 AM	2	288	0	290	435	1	436	1	0	1	727
Total Volume	3	1147	0	1150	1785	1	1786	1	0	1	2937
% App. Total	0.3	99.7	0		99.9	0.1		100	0		
PHF	.375	.910	.000	.913	.924	.250	.924	.250	.000	.250	.991

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(888) 247-8602

File Name : 3_US 17 & River Christian Church Driveway MID
 Site Code :
 Start Date : 12/8/2020
 Page No : 1
 Groups Printed- Cars

Start Time	US 17 Southbound					US 17 Northbound				River Christian Church Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
11:30 AM	1	251	1	0	253	308	0	0	308	2	2	1	5	566
11:45 AM	1	269	0	0	270	308	1	0	309	0	2	1	3	582
Total	2	520	1	0	523	616	1	0	617	2	4	2	8	1148
12:00 PM	3	314	0	0	317	269	3	0	272	0	1	0	1	590
12:15 PM	14	303	0	0	317	321	7	0	328	1	0	0	1	646
12:30 PM	4	323	0	0	327	307	3	0	310	0	1	1	2	639
12:45 PM	0	307	0	0	307	322	1	0	323	0	2	1	3	633
Total	21	1247	0	0	1268	1219	14	0	1233	1	4	2	7	2508
01:00 PM	0	332	0	0	332	260	1	0	261	1	0	1	2	595
01:15 PM	0	307	0	0	307	322	0	0	322	0	1	1	2	631
Grand Total	23	2406	1	0	2430	2417	16	0	2433	4	9	6	19	4882
Apprch %	0.9	.99	0	0	99.3	99.3	0.7	0	21.1	47.4	31.6			
Total %	0.5	49.3	0	0	49.8	49.5	0.3	0	0.1	0.2	0.1	0.4		

Start Time	US 17 Southbound				US 17 Northbound			River Christian Church Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 12:15 PM											
12:15 PM	14	303	0	317	321	7	328	1	0	1	646
12:30 PM	4	323	0	327	307	3	310	0	1	1	638
12:45 PM	0	307	0	307	322	1	323	0	2	2	632
01:00 PM	0	332	0	332	260	1	261	1	0	1	594
Total Volume	18	1265	0	1283	1210	12	1222	2	3	5	2510
% App. Total	1.4	98.6	0		.99	1		.40	.60		
PHF	.321	.953	.000	.966	.939	.429	.931	.500	.375	.625	.971

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(888) 247-8602

File Name : 3_US 17 & River Christian Church Driveway MID
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Trucks

Start Time	US 17 Southbound					US 17 Northbound				River Christian Church Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
11:30 AM	0	21	0	0	21	23	0	0	23	0	0	0	0	44
11:45 AM	0	17	0	0	17	19	0	0	19	0	0	0	0	36
Total	0	38	0	0	38	42	0	0	42	0	0	0	0	80
12:00 PM	0	11	0	0	11	22	0	0	22	0	0	0	0	33
12:15 PM	0	13	0	0	13	23	1	0	24	0	0	0	0	37
12:30 PM	0	13	0	0	13	13	0	0	13	0	0	0	0	26
12:45 PM	0	17	0	0	17	16	0	0	16	0	0	0	0	33
Total	0	54	0	0	54	74	1	0	75	0	0	0	0	129
01:00 PM	0	15	1	0	16	20	0	0	20	0	0	0	0	36
01:15 PM	0	14	0	0	14	21	0	0	21	0	0	0	0	35
Grand Total	0	121	1	0	122	157	1	0	158	0	0	0	0	280
Apprch %	0	99.2	0.8	0		99.4	0.6	0		0	0	0	0	
Total %	0	43.2	0.4	0	43.6	56.1	0.4	0	56.4	0	0	0	0	

Start Time	US 17 Southbound				US 17 Northbound			River Christian Church Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 11:30 AM											
11:30 AM	0	21	0	21	23	0	23	0	0	0	44
11:45 AM	0	17	0	17	19	0	19	0	0	0	36
12:00 PM	0	11	0	11	22	0	22	0	0	0	33
12:15 PM	0	13	0	13	23	1	24	0	0	0	37
Total Volume	0	62	0	62	87	1	88	0	0	0	150
% App. Total	0	100	0		98.9	1.1		0	0		
PHF	.000	.738	.000	.738	.946	.250	.917	.000	.000	.000	.852

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(888) 247-8602

File Name : 3_US 17 & River Christian Church Driveway MID
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Combined

Start Time	US 17 Southbound					US 17 Northbound				River Christian Church Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
11:30 AM	1	272	1	0	274	331	0	0	331	2	2	1	5	610
11:45 AM	1	286	0	0	287	327	1	0	328	0	2	1	3	618
Total	2	558	1	0	561	658	1	0	659	2	4	2	8	1228
12:00 PM	3	325	0	0	328	291	3	0	294	0	1	0	1	623
12:15 PM	14	316	0	0	330	344	8	0	352	1	0	0	1	683
12:30 PM	4	336	0	0	340	320	3	0	323	0	1	1	2	665
12:45 PM	0	324	0	0	324	338	1	0	339	0	2	1	3	666
Total	21	1301	0	0	1322	1293	15	0	1308	1	4	2	7	2637
01:00 PM	0	347	1	0	348	280	1	0	281	1	0	1	2	631
01:15 PM	0	321	0	0	321	343	0	0	343	0	1	1	2	666
Grand Total	23	2527	2	0	2552	2574	17	0	2591	4	9	6	19	5162
Apprch %	0.9	99	0.1	0	99.3	99.3	0.7	0	99.3	21.1	47.4	31.6		
Total %	0.4	49	0	0	49.4	49.9	0.3	0	50.2	0.1	0.2	0.1	0.4	

Start Time	US 17 Southbound				US 17 Northbound			River Christian Church Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 12:15 PM											
12:15 PM	14	316	0	330	344	8	352	1	0	1	683
12:30 PM	4	336	0	340	320	3	323	0	1	1	664
12:45 PM	0	324	0	324	338	1	339	0	2	2	665
01:00 PM	0	347	1	348	280	1	281	1	0	1	630
Total Volume	18	1323	1	1342	1282	13	1295	2	3	5	2642
% App. Total	1.3	98.6	0.1		99	1		40	60		
PHF	.321	.953	.250	.964	.932	.406	.920	.500	.375	.625	.967

Peggy Malone & Associates

(888) 247-8602

File Name : 3_US 17 & River Christian Church Driveway PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	US 17 Southbound					US 17 Northbound				River Christian Church Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
02:30 PM	0	336	0	0	336	349	0	0	349	0	0	13	13	698
02:45 PM	1	365	0	0	366	308	0	0	308	1	2	1	4	678
Total	1	701	0	0	702	657	0	0	657	1	2	14	17	1376
03:00 PM	0	432	2	0	434	328	0	0	328	0	0	0	0	762
03:15 PM	0	462	0	0	462	340	0	0	340	0	1	1	2	804
03:30 PM	0	457	0	0	457	370	1	0	371	0	0	1	1	829
03:45 PM	0	519	0	0	519	366	2	0	368	0	0	1	1	888
Total	0	1870	2	0	1872	1404	3	0	1407	0	1	3	4	3283
04:00 PM	0	538	0	0	538	347	0	0	347	0	0	0	0	885
04:15 PM	1	487	0	0	488	381	0	0	381	1	0	1	2	871
04:30 PM	1	503	0	0	504	350	0	0	350	1	0	1	2	856
04:45 PM	1	535	0	0	536	394	0	0	394	1	0	0	1	931
Total	3	2063	0	0	2066	1472	0	0	1472	3	0	2	5	3543
05:00 PM	0	556	0	0	556	457	0	0	457	0	1	7	8	1021
05:15 PM	1	491	0	0	492	392	0	0	392	0	0	0	0	884
05:30 PM	3	551	1	0	555	341	1	0	342	0	0	1	1	898
05:45 PM	4	487	0	0	491	334	1	0	335	0	0	1	1	827
Total	8	2085	1	0	2094	1524	2	0	1526	0	1	9	10	3630
Grand Total	12	6719	3	0	6734	5057	5	0	5062	4	4	28	36	11832
Apprch %	0.2	99.8	0	0		99.9	0.1	0		11.1	11.1	77.8		
Total %	0.1	56.8	0	0	56.9	42.7	0	0	42.8	0	0	0.2	0.3	

Start Time	US 17 Southbound				US 17 Northbound			River Christian Church Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	1	535	0	536	394	0	394	1	0	1	931
05:00 PM	0	556	0	556	457	0	457	0	1	1	1014
05:15 PM	1	491	0	492	392	0	392	0	0	0	884
05:30 PM	3	551	1	555	341	1	342	0	0	0	897
Total Volume	5	2133	1	2139	1584	1	1585	1	1	2	3726
% App. Total	0.2	99.7	0		99.9	0.1		50	50		
PHF	.417	.959	.250	.962	.867	.250	.867	.250	.250	.500	.919

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File Name : 3_US 17 & River Christian Church Driveway PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Trucks

Start Time	US 17 Southbound					US 17 Northbound				River Christian Church Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
02:30 PM	0	15	0	0	15	18	0	0	18	0	0	0	0	33
02:45 PM	0	19	0	0	19	20	0	0	20	0	0	0	0	39
Total	0	34	0	0	34	38	0	0	38	0	0	0	0	72
03:00 PM	0	23	0	0	23	16	1	0	17	1	0	0	1	41
03:15 PM	0	14	0	0	14	23	0	0	23	0	0	0	0	37
03:30 PM	0	12	0	0	12	19	0	0	19	0	0	0	0	31
03:45 PM	0	10	0	0	10	19	0	0	19	0	0	0	0	29
Total	0	59	0	0	59	77	1	0	78	1	0	0	1	138
04:00 PM	0	15	0	0	15	19	0	0	19	0	0	0	0	34
04:15 PM	0	8	0	0	8	16	0	0	16	0	0	0	0	24
04:30 PM	0	16	0	0	16	23	0	0	23	0	0	0	0	39
04:45 PM	0	6	0	0	6	14	0	0	14	0	0	0	0	20
Total	0	45	0	0	45	72	0	0	72	0	0	0	0	117
05:00 PM	0	8	0	0	8	16	0	0	16	0	0	0	0	24
05:15 PM	0	6	0	0	6	12	0	0	12	0	0	0	0	18
05:30 PM	0	6	0	0	6	10	0	0	10	0	0	0	0	16
05:45 PM	0	6	0	0	6	6	0	0	6	0	0	0	0	12
Total	0	26	0	0	26	44	0	0	44	0	0	0	0	70
Grand Total	0	164	0	0	164	231	1	0	232	1	0	0	1	397
Apprch %	0	100	0	0		99.6	0.4	0		100	0	0		
Total %	0	41.3	0	0	41.3	58.2	0.3	0	58.4	0.3	0	0	0.3	

Start Time	US 17 Southbound				US 17 Northbound			River Christian Church Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:30 PM											
02:30 PM	0	15	0	15	18	0	18	0	0	0	33
02:45 PM	0	19	0	19	20	0	20	0	0	0	39
03:00 PM	0	23	0	23	16	1	17	1	0	1	41
03:15 PM	0	14	0	14	23	0	23	0	0	0	37
Total Volume	0	71	0	71	77	1	78	1	0	1	150
% App. Total	0	100	0		98.7	1.3		100	0		
PHF	.000	.772	.000	.772	.837	.250	.848	.250	.000	.250	.915

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File Name : 3_US 17 & River Christian Church Driveway PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Combined

Start Time	US 17 Southbound					US 17 Northbound				River Christian Church Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
02:30 PM	0	351	0	0	351	367	0	0	367	0	0	13	13	731
02:45 PM	1	384	0	0	385	328	0	0	328	1	2	1	4	717
Total	1	735	0	0	736	695	0	0	695	1	2	14	17	1448
03:00 PM	0	455	2	0	457	344	1	0	345	1	0	0	1	803
03:15 PM	0	476	0	0	476	363	0	0	363	0	1	1	2	841
03:30 PM	0	469	0	0	469	389	1	0	390	0	0	1	1	860
03:45 PM	0	529	0	0	529	385	2	0	387	0	0	1	1	917
Total	0	1929	2	0	1931	1481	4	0	1485	1	1	3	5	3421
04:00 PM	0	553	0	0	553	366	0	0	366	0	0	0	0	919
04:15 PM	1	495	0	0	496	397	0	0	397	1	0	1	2	895
04:30 PM	1	519	0	0	520	373	0	0	373	1	0	1	2	895
04:45 PM	1	541	0	0	542	408	0	0	408	1	0	0	1	951
Total	3	2108	0	0	2111	1544	0	0	1544	3	0	2	5	3660
05:00 PM	0	564	0	0	564	473	0	0	473	0	1	7	8	1045
05:15 PM	1	497	0	0	498	404	0	0	404	0	0	0	0	902
05:30 PM	3	557	1	0	561	349	1	0	350	0	0	1	1	912
05:45 PM	4	493	0	0	497	340	1	0	341	0	0	1	1	839
Total	8	2111	1	0	2120	1566	2	0	1568	0	1	9	10	3698
Grand Total	12	6883	3	0	6898	5286	6	0	5292	5	4	28	37	12227
Apprch %	0.2	99.8	0	0		99.9	0.1	0		13.5	10.8	75.7		
Total %	0.1	56.3	0	0	56.4	43.2	0	0	43.3	0	0	0.2	0.3	

Start Time	US 17 Southbound				US 17 Northbound			River Christian Church Eastbound			Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	1	541	0	542	408	0	408	1	0	1	951
05:00 PM	0	564	0	564	473	0	473	0	1	1	1038
05:15 PM	1	497	0	498	404	0	404	0	0	0	902
05:30 PM	3	557	1	561	349	1	350	0	0	0	911
Total Volume	5	2159	1	2165	1634	1	1635	1	1	2	3802
% App. Total	0.2	99.7	0		99.9	0.1		50	50		
PHF	.417	.957	.250	.960	.864	.250	.864	.250	.250	.500	.916

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File Name : 4_US 17 & Copper Stone Dr AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	US 17 Southbound				Copper Stone Dr Westbound				US 17 Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	219	1	0	220	5	1	0	6	0	305	0	0	305	531
06:45 AM	233	1	0	234	9	8	0	17	1	311	0	0	312	563
Total	452	2	0	454	14	9	0	23	1	616	0	0	617	1094
07:00 AM	264	2	0	266	6	8	0	14	1	373	0	0	374	654
07:15 AM	236	2	0	238	7	2	0	9	1	450	1	0	452	699
07:30 AM	248	1	0	249	7	1	0	8	0	393	0	0	393	650
07:45 AM	310	3	0	313	11	1	0	12	1	407	0	0	408	733
Total	1058	8	0	1066	31	12	0	43	3	1623	1	0	1627	2736
08:00 AM	235	5	0	240	16	2	0	18	4	396	0	0	400	658
08:15 AM	272	9	0	281	6	5	0	11	1	360	1	0	362	654
08:30 AM	216	4	0	220	8	3	0	11	2	364	1	0	367	598
08:45 AM	249	2	0	251	8	4	0	12	2	324	2	0	328	591
Total	972	20	0	992	38	14	0	52	9	1444	4	0	1457	2501
Grand Total	2482	30	0	2512	83	35	0	118	13	3683	5	0	3701	6331
Apprch %	98.8	1.2	0		70.3	29.7	0		0.4	99.5	0.1	0		
Total %	39.2	0.5	0	39.7	1.3	0.6	0	1.9	0.2	58.2	0.1	0	58.5	

Start Time	US 17 Southbound			Copper Stone Dr Westbound			US 17 Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	236	2	238	7	2	9	1	450	1	452	699
07:30 AM	248	1	249	7	1	8	0	393	0	393	650
07:45 AM	310	3	313	11	1	12	1	407	0	408	733
08:00 AM	235	5	240	16	2	18	4	396	0	400	658
Total Volume	1029	11	1040	41	6	47	6	1646	1	1653	2740
% App. Total	98.9	1.1		87.2	12.8		0.4	99.6	0.1		
PHF	.830	.550	.831	.641	.750	.653	.375	.914	.250	.914	.935

Peggy Malone & Associates

(888) 247-8602

File Name : 4_US 17 & Copper Stone Dr AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Trucks

Start Time	US 17 Southbound				Copper Stone Dr Westbound				US 17 Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	9	0	0	9	1	0	0	1	0	6	0	0	6	16
06:45 AM	18	0	0	18	0	0	0	0	0	11	0	0	11	29
Total	27	0	0	27	1	0	0	1	0	17	0	0	17	45
07:00 AM	20	0	0	20	0	0	0	0	0	13	0	0	13	33
07:15 AM	14	0	0	14	0	0	0	0	0	18	0	0	18	32
07:30 AM	9	0	0	9	0	0	0	0	0	18	0	0	18	27
07:45 AM	6	0	0	6	0	0	0	0	0	18	0	0	18	24
Total	49	0	0	49	0	0	0	0	0	67	0	0	67	116
08:00 AM	24	1	0	25	1	0	0	1	1	24	0	0	25	51
08:15 AM	14	0	0	14	0	0	0	0	0	14	0	0	14	28
08:30 AM	16	1	0	17	0	1	0	1	0	11	0	0	11	29
08:45 AM	20	0	0	20	0	0	0	0	0	14	0	0	14	34
Total	74	2	0	76	1	1	0	2	1	63	0	0	64	142
Grand Total	150	2	0	152	2	1	0	3	1	147	0	0	148	303
Apprch %	98.7	1.3	0		66.7	33.3	0		0.7	99.3	0	0		
Total %	49.5	0.7	0	50.2	0.7	0.3	0	1	0.3	48.5	0	0	48.8	

Start Time	US 17 Southbound			Copper Stone Dr Westbound			US 17 Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	24	1	25	1	0	1	1	24	0	25	51
08:15 AM	14	0	14	0	0	0	0	14	0	14	28
08:30 AM	16	1	17	0	1	1	0	11	0	11	29
08:45 AM	20	0	20	0	0	0	0	14	0	14	34
Total Volume	74	2	76	1	1	2	1	63	0	64	142
% App. Total	97.4	2.6		50	50		1.6	98.4	0		
PHF	.771	.500	.760	.250	.250	.500	.250	.656	.000	.640	.696

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Groups Printed- Combined

Start Time	US 17 Southbound				Copper Stone Dr Westbound				US 17 Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	228	1	0	229	6	1	0	7	0	311	0	0	311	547
06:45 AM	251	1	0	252	9	8	0	17	1	322	0	0	323	592
Total	479	2	0	481	15	9	0	24	1	633	0	0	634	1139
07:00 AM	284	2	0	286	6	8	0	14	1	386	0	0	387	687
07:15 AM	250	2	0	252	7	2	0	9	1	468	1	0	470	731
07:30 AM	257	1	0	258	7	1	0	8	0	411	0	0	411	677
07:45 AM	316	3	0	319	11	1	0	12	1	425	0	0	426	757
Total	1107	8	0	1115	31	12	0	43	3	1690	1	0	1694	2852
08:00 AM	259	6	0	265	17	2	0	19	5	420	0	0	425	709
08:15 AM	286	9	0	295	6	5	0	11	1	374	1	0	376	682
08:30 AM	232	5	0	237	8	4	0	12	2	375	1	0	378	627
08:45 AM	269	2	0	271	8	4	0	12	2	338	2	0	342	625
Total	1046	22	0	1068	39	15	0	54	10	1507	4	0	1521	2643
Grand Total	2632	32	0	2664	85	36	0	121	14	3830	5	0	3849	6634
Apprch %	98.8	1.2	0		70.2	29.8	0		0.4	99.5	0.1	0		
Total %	39.7	0.5	0	40.2	1.3	0.5	0	1.8	0.2	57.7	0.1	0	58	

Start Time	US 17 Southbound			Copper Stone Dr Westbound			US 17 Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	250	2	252	7	2	9	1	468	1	470	731
07:30 AM	257	1	258	7	1	8	0	411	0	411	677
07:45 AM	316	3	319	11	1	12	1	425	0	426	757
08:00 AM	259	6	265	17	2	19	5	420	0	425	709
Total Volume	1082	12	1094	42	6	48	7	1724	1	1732	2874
% App. Total	98.9	1.1		87.5	12.5		0.4	99.5	0.1		
PHF	.856	.500	.857	.618	.750	.632	.350	.921	.250	.921	.949

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File Name : 4_US 17 & Copper Stone Dr MID
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Groups Printed- Cars

Start Time	US 17 Southbound				Copper Stone Dr Westbound				US 17 Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	238	5	0	243	8	3	0	11	0	301	0	0	301	555
11:45 AM	270	7	0	277	3	0	0	3	2	301	0	0	303	583
Total	508	12	0	520	11	3	0	14	2	602	0	0	604	1138
12:00 PM	270	8	0	278	7	1	0	8	4	287	0	0	291	577
12:15 PM	303	7	0	310	4	2	0	6	2	332	1	0	335	651
12:30 PM	316	20	0	336	13	2	0	15	1	295	1	0	297	648
12:45 PM	318	2	0	320	4	1	0	5	0	303	0	0	303	628
Total	1207	37	0	1244	28	6	0	34	7	1217	2	0	1226	2504
01:00 PM	296	9	0	305	4	1	0	5	6	271	1	0	278	588
01:15 PM	322	3	0	325	3	0	0	3	2	303	1	0	306	634
Grand Total	2333	61	0	2394	46	10	0	56	17	2393	4	0	2414	4864
Apprch %	97.5	2.5	0		82.1	17.9	0		0.7	99.1	0.2	0		
Total %	48	1.3	0	49.2	0.9	0.2	0	1.2	0.3	49.2	0.1	0	49.6	

Start Time	US 17 Southbound			Copper Stone Dr Westbound			US 17 Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 12:15 PM											
12:15 PM	303	7	310	4	2	6	2	332	1	335	651
12:30 PM	316	20	336	13	2	15	1	295	1	297	648
12:45 PM	318	2	320	4	1	5	0	303	0	303	628
01:00 PM	296	9	305	4	1	5	6	271	1	278	588
Total Volume	1233	38	1271	25	6	31	9	1201	3	1213	2515
% App. Total	97	3		80.6	19.4		0.7	99	0.2		
PHF	.969	.475	.946	.481	.750	.517	.375	.904	.750	.905	.966

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 Site Code :
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Groups Printed- Trucks

Start Time	US 17 Southbound				Copper Stone Dr Westbound				US 17 Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	18	0	0	18	1	0	0	1	0	25	0	0	25	44
11:45 AM	21	0	0	21	0	0	0	0	2	19	0	0	21	42
Total	39	0	0	39	1	0	0	1	2	44	0	0	46	86
12:00 PM	10	0	0	10	0	0	0	0	1	21	0	0	22	32
12:15 PM	12	1	0	13	1	1	0	2	0	19	1	0	20	35
12:30 PM	13	0	0	13	0	0	0	0	0	16	0	0	16	29
12:45 PM	17	0	0	17	0	0	0	0	0	19	0	0	19	36
Total	52	1	0	53	1	1	0	2	1	75	1	0	77	132
01:00 PM	15	0	0	15	0	0	0	0	0	22	0	0	22	37
01:15 PM	12	1	0	13	0	0	0	0	0	17	0	0	17	30
Grand Total	118	2	0	120	2	1	0	3	3	158	1	0	162	285
Apprch %	98.3	1.7	0		66.7	33.3	0		1.9	97.5	0.6	0		
Total %	41.4	0.7	0	42.1	0.7	0.4	0	1.1	1.1	55.4	0.4	0	56.8	

Start Time	US 17 Southbound			Copper Stone Dr Westbound			US 17 Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 11:30 AM											
11:30 AM	18	0	18	1	0	1	0	25	0	25	44
11:45 AM	21	0	21	0	0	0	2	19	0	21	42
12:00 PM	10	0	10	0	0	0	1	21	0	22	32
12:15 PM	12	1	13	1	1	2	0	19	1	20	35
Total Volume	61	1	62	2	1	3	3	84	1	88	153
% App. Total	98.4	1.6		66.7	33.3		3.4	95.5	1.1		
PHF	.726	.250	.738	.500	.250	.375	.375	.840	.250	.880	.869

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Groups Printed- Combined

Start Time	US 17 Southbound				Copper Stone Dr Westbound				US 17 Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	256	5	0	261	9	3	0	12	0	326	0	0	326	599
11:45 AM	291	7	0	298	3	0	0	3	4	320	0	0	324	625
Total	547	12	0	559	12	3	0	15	4	646	0	0	650	1224
12:00 PM	280	8	0	288	7	1	0	8	5	308	0	0	313	609
12:15 PM	315	8	0	323	5	3	0	8	2	351	2	0	355	686
12:30 PM	329	20	0	349	13	2	0	15	1	311	1	0	313	677
12:45 PM	335	2	0	337	4	1	0	5	0	322	0	0	322	664
Total	1259	38	0	1297	29	7	0	36	8	1292	3	0	1303	2636
01:00 PM	311	9	0	320	4	1	0	5	6	293	1	0	300	625
01:15 PM	334	4	0	338	3	0	0	3	2	320	1	0	323	664
Grand Total	2451	63	0	2514	48	11	0	59	20	2551	5	0	2576	5149
Apprch %	97.5	2.5	0		81.4	18.6	0		0.8	99	0.2	0		
Total %	47.6	1.2	0	48.8	0.9	0.2	0	1.1	0.4	49.5	0.1	0	50	

Start Time	US 17 Southbound			Copper Stone Dr Westbound			US 17 Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 12:15 PM											
12:15 PM	315	8	323	5	3	8	2	351	2	355	686
12:30 PM	329	20	349	13	2	15	1	311	1	313	677
12:45 PM	335	2	337	4	1	5	0	322	0	322	664
01:00 PM	311	9	320	4	1	5	6	293	1	300	625
Total Volume	1290	39	1329	26	7	33	9	1277	4	1290	2652
% App. Total	97.1	2.9		78.8	21.2		0.7	99	0.3		
PHF	.963	.488	.952	.500	.583	.550	.375	.910	.500	.908	.966

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File Name : 4_US 17 & Copper Stone Dr PM
 Site Code :
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Groups Printed- Cars

Start Time	US 17 Southbound				Copper Stone Dr Westbound				US 17 Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	351	8	0	359	8	2	0	10	3	338	2	0	343	712
02:45 PM	375	10	0	385	6	3	0	9	2	320	1	0	323	717
Total	726	18	0	744	14	5	0	19	5	658	3	0	666	1429
03:00 PM	410	16	0	426	6	2	0	8	3	331	1	0	335	769
03:15 PM	471	8	0	479	7	4	0	11	3	325	3	0	331	821
03:30 PM	429	7	0	436	5	5	0	10	3	360	0	0	363	809
03:45 PM	494	6	0	500	11	7	0	18	5	359	0	0	364	882
Total	1804	37	0	1841	29	18	0	47	14	1375	4	0	1393	3281
04:00 PM	494	11	0	505	4	1	0	5	5	349	1	0	355	865
04:15 PM	454	6	0	460	4	3	0	7	6	402	2	0	410	877
04:30 PM	467	13	0	480	12	0	0	12	4	353	0	0	357	849
04:45 PM	476	12	0	488	4	2	0	6	2	392	0	0	394	888
Total	1891	42	0	1933	24	6	0	30	17	1496	3	0	1516	3479
05:00 PM	542	11	0	553	7	1	0	8	5	428	0	0	433	994
05:15 PM	477	12	0	489	10	1	0	11	1	417	0	0	418	918
05:30 PM	481	19	0	500	6	3	0	9	3	338	0	0	341	850
05:45 PM	475	10	0	485	9	3	0	12	5	313	0	0	318	815
Total	1975	52	0	2027	32	8	0	40	14	1496	0	0	1510	3577
Grand Total	6396	149	0	6545	99	37	0	136	50	5025	10	0	5085	11766
Apprch %	97.7	2.3	0		72.8	27.2	0		1	98.8	0.2	0		
Total %	54.4	1.3	0	55.6	0.8	0.3	0	1.2	0.4	42.7	0.1	0	43.2	

Start Time	US 17 Southbound			Copper Stone Dr Westbound			US 17 Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	476	12	488	4	2	6	2	392	0	394	888
05:00 PM	542	11	553	7	1	8	5	428	0	433	994
05:15 PM	477	12	489	10	1	11	1	417	0	418	918
05:30 PM	481	19	500	6	3	9	3	338	0	341	850
Total Volume	1976	54	2030	27	7	34	11	1575	0	1586	3650
% App. Total	97.3	2.7		79.4	20.6		0.7	99.3	0		
PHF	.911	.711	.918	.675	.583	.773	.550	.920	.000	.916	.918

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File Name : 4_US 17 & Copper Stone Dr PM
 Site Code :
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Groups Printed- Trucks

Start Time	US 17 Southbound				Copper Stone Dr Westbound				US 17 Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	16	0	0	16	0	0	0	0	0	17	0	0	17	33
02:45 PM	19	0	0	19	0	0	0	0	0	21	0	0	21	40
Total	35	0	0	35	0	0	0	0	0	38	0	0	38	73
03:00 PM	24	0	0	24	1	1	0	2	1	16	0	0	17	43
03:15 PM	14	0	0	14	0	0	0	0	0	20	0	0	20	34
03:30 PM	12	0	0	12	1	0	0	1	0	19	0	0	19	32
03:45 PM	9	1	0	10	0	1	0	1	1	17	0	0	18	29
Total	59	1	0	60	2	2	0	4	2	72	0	0	74	138
04:00 PM	14	0	0	14	0	0	0	0	0	18	0	0	18	32
04:15 PM	9	0	0	9	0	0	0	0	0	19	0	0	19	28
04:30 PM	16	0	0	16	1	0	0	1	1	23	0	0	24	41
04:45 PM	5	0	0	5	0	0	0	0	0	14	0	0	14	19
Total	44	0	0	44	1	0	0	1	1	74	0	0	75	120
05:00 PM	8	0	0	8	0	0	0	0	0	17	0	0	17	25
05:15 PM	5	1	0	6	1	0	0	1	0	11	0	0	11	18
05:30 PM	6	0	0	6	0	0	0	0	1	8	0	0	9	15
05:45 PM	6	0	0	6	0	0	0	0	0	6	0	0	6	12
Total	25	1	0	26	1	0	0	1	1	42	0	0	43	70
Grand Total	163	2	0	165	4	2	0	6	4	226	0	0	230	401
Apprch %	98.8	1.2	0		66.7	33.3	0		1.7	98.3	0	0		
Total %	40.6	0.5	0	41.1	1	0.5	0	1.5	1	56.4	0	0	57.4	

Start Time	US 17 Southbound			Copper Stone Dr Westbound			US 17 Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:30 PM											
02:30 PM	16	0	16	0	0	0	0	17	0	17	33
02:45 PM	19	0	19	0	0	0	0	21	0	21	40
03:00 PM	24	0	24	1	1	2	1	16	0	17	43
03:15 PM	14	0	14	0	0	0	0	20	0	20	34
Total Volume	73	0	73	1	1	2	1	74	0	75	150
% App. Total	100	0		50	50		1.3	98.7	0		
PHF	.760	.000	.760	.250	.250	.250	.250	.881	.000	.893	.872

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Groups Printed- Combined

Start Time	US 17 Southbound				Copper Stone Dr Westbound				US 17 Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	367	8	0	375	8	2	0	10	3	355	2	0	360	745
02:45 PM	394	10	0	404	6	3	0	9	2	341	1	0	344	757
Total	761	18	0	779	14	5	0	19	5	696	3	0	704	1502
03:00 PM	434	16	0	450	7	3	0	10	4	347	1	0	352	812
03:15 PM	485	8	0	493	7	4	0	11	3	345	3	0	351	855
03:30 PM	441	7	0	448	6	5	0	11	3	379	0	0	382	841
03:45 PM	503	7	0	510	11	8	0	19	6	376	0	0	382	911
Total	1863	38	0	1901	31	20	0	51	16	1447	4	0	1467	3419
04:00 PM	508	11	0	519	4	1	0	5	5	367	1	0	373	897
04:15 PM	463	6	0	469	4	3	0	7	6	421	2	0	429	905
04:30 PM	483	13	0	496	13	0	0	13	5	376	0	0	381	890
04:45 PM	481	12	0	493	4	2	0	6	2	406	0	0	408	907
Total	1935	42	0	1977	25	6	0	31	18	1570	3	0	1591	3599
05:00 PM	550	11	0	561	7	1	0	8	5	445	0	0	450	1019
05:15 PM	482	13	0	495	11	1	0	12	1	428	0	0	429	936
05:30 PM	487	19	0	506	6	3	0	9	4	346	0	0	350	865
05:45 PM	481	10	0	491	9	3	0	12	5	319	0	0	324	827
Total	2000	53	0	2053	33	8	0	41	15	1538	0	0	1553	3647
Grand Total	6559	151	0	6710	103	39	0	142	54	5251	10	0	5315	12167
Apprch %	97.7	2.3	0		72.5	27.5	0		1	98.8	0.2	0		
Total %	53.9	1.2	0	55.1	0.8	0.3	0	1.2	0.4	43.2	0.1	0	43.7	

Start Time	US 17 Southbound			Copper Stone Dr Westbound			US 17 Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:30 PM											
04:30 PM	483	13	496	13	0	13	5	376	0	381	890
04:45 PM	481	12	493	4	2	6	2	406	0	408	907
05:00 PM	550	11	561	7	1	8	5	445	0	450	1019
05:15 PM	482	13	495	11	1	12	1	428	0	429	936
Total Volume	1996	49	2045	35	4	39	13	1655	0	1668	3752
% App. Total	97.6	2.4		89.7	10.3		0.8	99.2	0		
PHF	.907	.942	.911	.673	.500	.750	.650	.930	.000	.927	.921

Peggy Malone & Associates

(888) 247-8602

File Name : 5_US 17 & Village Square Pkwy_Water Oak Ln AM
 Site Code :
 Start Date : 12/8/2020
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Groups Printed- Cars

Start Time	US 17 Southbound					Water Oak Lane Westbound					US 17 Northbound					Water Oak Lane 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	
06:30 AM	25	193	1	0	219	14	7	2	0	23	0	256	14	0	270	15	1	23	0	39	551
06:45 AM	68	149	1	2	220	13	22	4	0	39	4	247	55	0	306	29	4	37	0	70	635
Total	93	342	2	2	439	27	29	6	0	62	4	503	69	0	576	44	5	60	0	109	1186
07:00 AM	79	190	3	1	273	22	26	3	0	51	2	311	65	0	378	38	12	48	2	100	802
07:15 AM	32	197	8	0	237	16	5	1	0	22	0	349	24	0	373	22	8	60	1	91	723
07:30 AM	30	221	6	0	257	10	11	2	0	23	2	336	41	0	379	11	8	43	1	63	722
07:45 AM	62	259	3	0	324	26	16	0	0	42	3	353	42	0	398	15	3	35	2	55	819
Total	203	867	20	1	1091	74	58	6	0	138	7	1349	172	0	1528	86	31	186	6	309	3066
08:00 AM	39	188	8	0	235	29	10	4	0	43	7	336	45	0	388	19	5	48	0	72	738
08:15 AM	41	230	7	0	278	25	15	3	0	43	3	310	40	0	353	18	8	48	3	77	751
08:30 AM	41	173	7	1	222	22	8	2	0	32	0	282	24	0	306	13	4	47	1	65	625
08:45 AM	50	197	7	0	254	23	5	1	0	29	3	312	20	1	336	16	5	24	1	46	665
Total	171	788	29	1	989	99	38	10	0	147	13	1240	129	1	1383	66	22	167	5	260	2779
Grand Total	467	1997	51	4	2519	200	125	22	0	347	24	3092	370	1	3487	196	58	413	11	678	7031
Apprch %	18.5	79.3	2	0.2		57.6	36	6.3	0		0.7	88.7	10.6	0		28.9	8.6	60.9	1.6		
Total %	6.6	28.4	0.7	0.1	35.8	2.8	1.8	0.3	0	4.9	0.3	44	5.3	0	49.6	2.8	0.8	5.9	0.2	9.6	

Start Time	US 17 Southbound				Water Oak Lane Westbound				US 17 Northbound				Water Oak Lane 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 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	79	190	3	272	22	26	3	51	2	311	65	378	38	12	48	98	799
07:15 AM	32	197	8	237	16	5	1	22	0	349	24	373	22	8	60	90	722
07:30 AM	30	221	6	257	10	11	2	23	2	336	41	379	11	8	43	62	721
07:45 AM	62	259	3	324	26	16	0	42	3	353	42	398	15	3	35	53	817
Total Volume	203	867	20	1090	74	58	6	138	7	1349	172	1528	86	31	186	303	3059
% App. Total	18.6	79.5	1.8		53.6	42	4.3		0.5	88.3	11.3		28.4	10.2	61.4		
PHF	.642	.837	.625	.841	.712	.558	.500	.676	.583	.955	.662	.960	.566	.646	.775	.773	.936

Peggy Malone & Associates

(888) 247-8602

File Name : 5_US 17 & Village Square Pkwy_Water Oak Ln AM
 Site Code :
 Start Date : 12/8/2020
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Groups Printed- Trucks

Start Time	US 17 Southbound					Water Oak Lane Westbound					US 17 Northbound					Water Oak Lane 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	
06:30 AM	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	17
06:45 AM	2	14	0	0	16	0	1	0	0	1	0	9	1	0	10	1	0	0	0	1	28
Total	2	24	0	0	26	0	1	0	0	1	0	16	1	0	17	1	0	0	0	1	45
07:00 AM	0	21	0	0	21	0	0	0	0	0	0	14	1	0	15	3	2	2	0	7	43
07:15 AM	1	13	0	0	14	0	0	0	0	0	0	17	0	0	17	0	0	1	0	1	32
07:30 AM	0	10	0	0	10	0	0	0	0	0	0	20	0	0	20	1	0	0	0	1	31
07:45 AM	0	7	0	0	7	0	0	0	0	0	1	15	0	0	16	1	0	0	0	1	24
Total	1	51	0	0	52	0	0	0	0	0	1	66	1	0	68	5	2	3	0	10	130
08:00 AM	0	22	1	0	23	0	0	0	0	0	1	21	0	0	22	0	0	3	0	3	48
08:15 AM	1	15	0	0	16	0	1	1	0	2	0	18	0	0	18	0	0	0	0	0	36
08:30 AM	0	14	0	0	14	1	0	1	0	2	0	5	1	0	6	1	0	0	0	1	23
08:45 AM	1	22	0	0	23	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	36
Total	2	73	1	0	76	1	1	2	0	4	1	57	1	0	59	1	0	3	0	4	143
Grand Total	5	148	1	0	154	1	2	2	0	5	2	139	3	0	144	7	2	6	0	15	318
Apprch %	3.2	96.1	0.6	0		20	40	40	0		1.4	96.5	2.1	0		46.7	13.3	40	0		
Total %	1.6	46.5	0.3	0	48.4	0.3	0.6	0.6	0	1.6	0.6	43.7	0.9	0	45.3	2.2	0.6	1.9	0	4.7	

Start Time	US 17 Southbound				Water Oak Lane Westbound				US 17 Northbound				Water Oak Lane 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 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	22	1	23	0	0	0	0	1	21	0	22	0	0	3	3	48
08:15 AM	1	15	0	16	0	1	1	2	0	18	0	18	0	0	0	0	36
08:30 AM	0	14	0	14	1	0	1	2	0	5	1	6	1	0	0	1	23
08:45 AM	1	22	0	23	0	0	0	0	0	13	0	13	0	0	0	0	36
Total Volume	2	73	1	76	1	1	2	4	1	57	1	59	1	0	3	4	143
% App. Total	2.6	96.1	1.3		25	25	50		1.7	96.6	1.7		25	0	75		
PHF	.500	.830	.250	.826	.250	.250	.500	.500	.250	.679	.250	.670	.250	.000	.250	.333	.745

Peggy Malone & Associates

(888) 247-8602

File Name : 5_US 17 & Village Square Pkwy_Water Oak Ln AM
 Site Code :
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Groups Printed- Combined

Start Time	US 17 Southbound					Water Oak Lane Westbound					US 17 Northbound					Water Oak Lane 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	
06:30 AM	25	203	1	0	229	14	7	2	0	23	0	263	14	0	277	15	1	23	0	39	568
06:45 AM	70	163	1	2	236	13	23	4	0	40	4	256	56	0	316	30	4	37	0	71	663
Total	95	366	2	2	465	27	30	6	0	63	4	519	70	0	593	45	5	60	0	110	1231
07:00 AM	79	211	3	1	294	22	26	3	0	51	2	325	66	0	393	41	14	50	2	107	845
07:15 AM	33	210	8	0	251	16	5	1	0	22	0	366	24	0	390	22	8	61	1	92	755
07:30 AM	30	231	6	0	267	10	11	2	0	23	2	356	41	0	399	12	8	43	1	64	753
07:45 AM	62	266	3	0	331	26	16	0	0	42	4	368	42	0	414	16	3	35	2	56	843
Total	204	918	20	1	1143	74	58	6	0	138	8	1415	173	0	1596	91	33	189	6	319	3196
08:00 AM	39	210	9	0	258	29	10	4	0	43	8	357	45	0	410	19	5	51	0	75	786
08:15 AM	42	245	7	0	294	25	16	4	0	45	3	328	40	0	371	18	8	48	3	77	787
08:30 AM	41	187	7	1	236	23	8	3	0	34	0	287	25	0	312	14	4	47	1	66	648
08:45 AM	51	219	7	0	277	23	5	1	0	29	3	325	20	1	349	16	5	24	1	46	701
Total	173	861	30	1	1065	100	39	12	0	151	14	1297	130	1	1442	67	22	170	5	264	2922
Grand Total	472	2145	52	4	2673	201	127	24	0	352	26	3231	373	1	3631	203	60	419	11	693	7349
Apprch %	17.7	80.2	1.9	0.1		57.1	36.1	6.8	0		0.7	89	10.3	0		29.3	8.7	60.5	1.6		
Total %	6.4	29.2	0.7	0.1	36.4	2.7	1.7	0.3	0	4.8	0.4	44	5.1	0	49.4	2.8	0.8	5.7	0.1	9.4	

Start Time	US 17 Southbound				Water Oak Lane Westbound				US 17 Northbound				Water Oak Lane 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 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	79	211	3	293	22	26	3	51	2	325	66	393	41	14	50	105	842
07:15 AM	33	210	8	251	16	5	1	22	0	366	24	390	22	8	61	91	754
07:30 AM	30	231	6	267	10	11	2	23	2	356	41	399	12	8	43	63	752
07:45 AM	62	266	3	331	26	16	0	42	4	368	42	414	16	3	35	54	841
Total Volume	204	918	20	1142	74	58	6	138	8	1415	173	1596	91	33	189	313	3189
% App. Total	17.9	80.4	1.8		53.6	42	4.3		0.5	88.7	10.8		29.1	10.5	60.4		
PHF	.646	.863	.625	.863	.712	.558	.500	.676	.500	.961	.655	.964	.555	.589	.775	.745	.947

Peggy Malone & Associates

(888) 247-8602

File Name : 5_US 17 & Village Square Pkwy_Water Oak Ln MID
 Site Code :
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Groups Printed- Cars

Start Time	US 17 Southbound					Water Oak Lane Westbound					US 17 Northbound					Water Oak Lane Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	24	186	20	1	231	18	2	1	0	21	2	237	15	0	254	13	3	38	0	54	560
11:45 AM	24	225	13	0	262	22	12	4	0	38	3	262	12	0	277	24	5	34	1	64	641
Total	48	411	33	1	493	40	14	5	0	59	5	499	27	0	531	37	8	72	1	118	1201
12:00 PM	22	226	15	0	263	29	6	0	0	35	5	226	20	0	251	24	6	28	0	58	607
12:15 PM	30	247	21	0	298	22	7	1	0	30	5	298	16	0	319	20	4	40	0	64	711
12:30 PM	39	251	28	0	318	24	7	0	0	31	3	240	18	0	261	14	5	25	0	44	654
12:45 PM	32	289	13	0	334	27	3	0	0	30	4	271	16	0	291	21	7	25	0	53	708
Total	123	1013	77	0	1213	102	23	1	0	126	17	1035	70	0	1122	79	22	118	0	219	2680
01:00 PM	31	241	21	0	293	24	5	4	0	33	5	225	15	1	246	12	5	23	1	41	613
01:15 PM	40	276	18	0	334	16	6	0	0	22	2	276	20	0	298	14	1	28	0	43	697
Grand Total	242	1941	149	1	2333	182	48	10	0	240	29	2035	132	1	2197	142	36	241	2	421	5191
Apprch %	10.4	83.2	6.4	0		75.8	20	4.2	0		1.3	92.6	6	0		33.7	8.6	57.2	0.5		
Total %	4.7	37.4	2.9	0	44.9	3.5	0.9	0.2	0	4.6	0.6	39.2	2.5	0	42.3	2.7	0.7	4.6	0	8.1	

Start Time	US 17 Southbound				Water Oak Lane Westbound				US 17 Northbound				Water Oak Lane Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	30	247	21	298	22	7	1	30	5	298	16	319	20	4	40	64	711
12:30 PM	39	251	28	318	24	7	0	31	3	240	18	261	14	5	25	44	654
12:45 PM	32	289	13	334	27	3	0	30	4	271	16	291	21	7	25	53	708
01:00 PM	31	241	21	293	24	5	4	33	5	225	15	245	12	5	23	40	611
Total Volume	132	1028	83	1243	97	22	5	124	17	1034	65	1116	67	21	113	201	2684
% App. Total	10.6	82.7	6.7		78.2	17.7	4		1.5	92.7	5.8		33.3	10.4	56.2		
PHF	.846	.889	.741	.930	.898	.786	.313	.939	.850	.867	.903	.875	.798	.750	.706	.785	.944

Peggy Malone & Associates

(888) 247-8602

File Name : 5_US 17 & Village Square Pkwy_Water Oak Ln MID
 Site Code :
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Groups Printed- Trucks

Start Time	US 17 Southbound					Water Oak Lane Westbound					US 17 Northbound					Water Oak Lane Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	1	16	0	0	17	0	0	0	0	0	0	24	2	0	26	1	0	2	0	3	46
11:45 AM	0	20	0	0	20	0	0	0	0	0	0	20	0	0	20	2	0	0	0	2	42
Total	1	36	0	0	37	0	0	0	0	0	0	44	2	0	46	3	0	2	0	5	88
12:00 PM	2	9	0	0	11	1	0	0	0	1	1	23	1	0	25	0	0	0	0	0	37
12:15 PM	1	11	0	0	12	1	0	0	0	1	0	18	0	0	18	1	0	1	0	2	33
12:30 PM	0	11	0	0	11	0	1	0	0	1	0	13	1	0	14	0	1	1	0	2	28
12:45 PM	0	17	0	0	17	0	0	0	0	0	0	17	2	0	19	0	0	2	0	2	38
Total	3	48	0	0	51	2	1	0	0	3	1	71	4	0	76	1	1	4	0	6	136
01:00 PM	1	14	0	0	15	0	0	0	0	0	0	20	1	0	21	0	0	1	0	1	37
01:15 PM	0	13	0	0	13	1	0	0	0	1	0	18	4	0	22	0	0	1	0	1	37
Grand Total	5	111	0	0	116	3	1	0	0	4	1	153	11	0	165	4	1	8	0	13	298
Apprch %	4.3	95.7	0	0		75	25	0	0		0.6	92.7	6.7	0		30.8	7.7	61.5	0		
Total %	1.7	37.2	0	0	38.9	1	0.3	0	0	1.3	0.3	51.3	3.7	0	55.4	1.3	0.3	2.7	0	4.4	

Start Time	US 17 Southbound				Water Oak Lane Westbound				US 17 Northbound				Water Oak Lane Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	1	16	0	17	0	0	0	0	0	24	2	26	1	0	2	3	46
11:45 AM	0	20	0	20	0	0	0	0	0	20	0	20	2	0	0	2	42
12:00 PM	2	9	0	11	1	0	0	1	1	23	1	25	0	0	0	0	37
12:15 PM	1	11	0	12	1	0	0	1	0	18	0	18	1	0	1	2	33
Total Volume	4	56	0	60	2	0	0	2	1	85	3	89	4	0	3	7	158
% App. Total	6.7	93.3	0		100	0	0		1.1	95.5	3.4		57.1	0	42.9		
PHF	.500	.700	.000	.750	.500	.000	.000	.500	.250	.885	.375	.856	.500	.000	.375	.583	.859

Peggy Malone & Associates

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File Name : 5_US 17 & Village Square Pkwy_Water Oak Ln MID
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Groups Printed- Combined

Start Time	US 17 Southbound					Water Oak Lane Westbound					US 17 Northbound					Water Oak Lane Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	25	202	20	1	248	18	2	1	0	21	2	261	17	0	280	14	3	40	0	57	606
11:45 AM	24	245	13	0	282	22	12	4	0	38	3	282	12	0	297	26	5	34	1	66	683
Total	49	447	33	1	530	40	14	5	0	59	5	543	29	0	577	40	8	74	1	123	1289
12:00 PM	24	235	15	0	274	30	6	0	0	36	6	249	21	0	276	24	6	28	0	58	644
12:15 PM	31	258	21	0	310	23	7	1	0	31	5	316	16	0	337	21	4	41	0	66	744
12:30 PM	39	262	28	0	329	24	8	0	0	32	3	253	19	0	275	14	6	26	0	46	682
12:45 PM	32	306	13	0	351	27	3	0	0	30	4	288	18	0	310	21	7	27	0	55	746
Total	126	1061	77	0	1264	104	24	1	0	129	18	1106	74	0	1198	80	23	122	0	225	2816
01:00 PM	32	255	21	0	308	24	5	4	0	33	5	245	16	1	267	12	5	24	1	42	650
01:15 PM	40	289	18	0	347	17	6	0	0	23	2	294	24	0	320	14	1	29	0	44	734
Grand Total	247	2052	149	1	2449	185	49	10	0	244	30	2188	143	1	2362	146	37	249	2	434	5489
Apprch %	10.1	83.8	6.1	0		75.8	20.1	4.1	0		1.3	92.6	6.1	0		33.6	8.5	57.4	0.5		
Total %	4.5	37.4	2.7	0	44.6	3.4	0.9	0.2	0	4.4	0.5	39.9	2.6	0	43	2.7	0.7	4.5	0	7.9	

Start Time	US 17 Southbound				Water Oak Lane Westbound				US 17 Northbound				Water Oak Lane Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	31	258	21	310	23	7	1	31	5	316	16	337	21	4	41	66	744
12:30 PM	39	262	28	329	24	8	0	32	3	253	19	275	14	6	26	46	682
12:45 PM	32	306	13	351	27	3	0	30	4	288	18	310	21	7	27	55	746
01:00 PM	32	255	21	308	24	5	4	33	5	245	16	266	12	5	24	41	648
Total Volume	134	1081	83	1298	98	23	5	126	17	1102	69	1188	68	22	118	208	2820
% App. Total	10.3	83.3	6.4		77.8	18.3	4		1.4	92.8	5.8		32.7	10.6	56.7		
PHF	.859	.883	.741	.925	.907	.719	.313	.955	.850	.872	.908	.881	.810	.786	.720	.788	.945

Peggy Malone & Associates

(888) 247-8602

File Name : 5_US 17 & Village Square Pkwy_Water Oak Ln PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	US 17 Southbound					Water Oak Lane Westbound					US 17 Northbound					Water Oak Lane 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	
02:30 PM	50	307	21	1	379	20	3	2	0	25	5	289	27	0	321	36	5	46	11	98	823
02:45 PM	40	300	25	2	367	9	6	3	0	18	4	250	20	0	274	46	10	24	3	83	742
Total	90	607	46	3	746	29	9	5	0	43	9	539	47	0	595	82	15	70	14	181	1565
03:00 PM	47	332	33	0	412	12	7	3	0	22	2	289	27	0	318	30	6	27	0	63	815
03:15 PM	47	395	20	0	462	16	5	0	0	21	5	312	30	0	347	31	11	31	2	75	905
03:30 PM	54	353	22	0	429	9	7	5	0	21	5	307	29	1	342	33	7	39	1	80	872
03:45 PM	56	372	29	0	457	15	15	2	0	32	0	306	25	0	331	23	7	45	0	75	895
Total	204	1452	104	0	1760	52	34	10	0	96	12	1214	111	1	1338	117	31	142	3	293	3487
04:00 PM	49	405	23	0	477	20	3	2	0	25	4	316	26	0	346	31	3	41	0	75	923
04:15 PM	42	413	28	0	483	18	6	2	0	26	7	305	27	0	339	32	9	48	1	90	938
04:30 PM	38	410	26	0	474	13	10	5	0	28	4	309	18	0	331	38	9	49	1	97	930
04:45 PM	44	401	23	0	468	13	9	4	0	26	3	375	26	0	404	40	9	33	2	84	982
Total	173	1629	100	0	1902	64	28	13	0	105	18	1305	97	0	1420	141	30	171	4	346	3773
05:00 PM	59	466	22	2	549	12	10	4	0	26	5	440	24	0	469	47	13	41	5	106	1150
05:15 PM	61	398	18	0	477	19	10	9	0	38	10	363	38	2	413	38	10	21	1	70	998
05:30 PM	45	402	27	0	474	12	6	6	0	24	8	269	19	0	296	31	17	36	0	84	878
05:45 PM	52	403	25	0	480	15	10	4	0	29	4	311	23	0	338	26	4	24	0	54	901
Total	217	1669	92	2	1980	58	36	23	0	117	27	1383	104	2	1516	142	44	122	6	314	3927
Grand Total	684	5357	342	5	6388	203	107	51	0	361	66	4441	359	3	4869	482	120	505	27	1134	12752
Apprch %	10.7	83.9	5.4	0.1		56.2	29.6	14.1	0		1.4	91.2	7.4	0.1		42.5	10.6	44.5	2.4		
Total %	5.4	42	2.7	0	50.1	1.6	0.8	0.4	0	2.8	0.5	34.8	2.8	0	38.2	3.8	0.9	4	0.2	8.9	

Start Time	US 17 Southbound				Water Oak Lane Westbound				US 17 Northbound				Water Oak Lane 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 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	38	410	26	474	13	10	5	28	4	309	18	331	38	9	49	96	929
04:45 PM	44	401	23	468	13	9	4	26	3	375	26	404	40	9	33	82	980
05:00 PM	59	466	22	547	12	10	4	26	5	440	24	469	47	13	41	101	1143
05:15 PM	61	398	18	477	19	10	9	38	10	363	38	411	38	10	21	69	995
Total Volume	202	1675	89	1966	57	39	22	118	22	1487	106	1615	163	41	144	348	4047
% App. Total	10.3	85.2	4.5		48.3	33.1	18.6		1.4	92.1	6.6		46.8	11.8	41.4		
PHF	.828	.899	.856	.899	.750	.975	.611	.776	.550	.845	.697	.861	.867	.788	.735	.861	.885

Peggy Malone & Associates

(888) 247-8602

File Name : 5_US 17 & Village Square Pkwy_Water Oak Ln PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Trucks

Start Time	US 17 Southbound					Water Oak Lane Westbound					US 17 Northbound					Water Oak Lane 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	
02:30 PM	0	17	0	0	17	0	2	6	0	8	0	15	0	0	15	1	0	0	0	1	41
02:45 PM	1	18	1	0	20	0	0	0	0	0	1	21	0	0	22	1	0	0	0	1	43
Total	1	35	1	0	37	0	2	6	0	8	1	36	0	0	37	2	0	0	0	2	84
03:00 PM	4	22	0	0	26	1	0	0	0	1	0	14	0	0	14	0	2	1	0	3	44
03:15 PM	2	11	0	0	13	1	0	0	0	1	1	19	0	0	20	1	0	0	0	1	35
03:30 PM	0	12	0	0	12	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	27
03:45 PM	0	9	1	0	10	1	0	0	0	1	0	16	0	0	16	0	0	1	0	1	28
Total	6	54	1	0	61	3	0	0	0	3	1	64	0	0	65	1	2	2	0	5	134
04:00 PM	0	12	0	0	12	0	0	0	0	0	0	20	1	0	21	1	0	0	0	1	34
04:15 PM	0	11	0	0	11	1	1	3	0	5	0	17	0	0	17	2	0	1	0	3	36
04:30 PM	1	15	0	0	16	0	0	0	0	0	0	23	2	0	25	1	0	1	0	2	43
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	14	0	0	14	1	0	0	0	1	20
Total	1	43	0	0	44	1	1	3	0	5	0	74	3	0	77	5	0	2	0	7	133
05:00 PM	0	7	0	0	7	0	0	0	0	0	1	17	1	0	19	0	0	0	0	0	26
05:15 PM	0	6	0	0	6	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	18
05:30 PM	1	5	0	0	6	1	0	0	0	1	0	8	0	0	8	1	0	0	0	1	16
05:45 PM	1	5	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
Total	2	23	0	0	25	1	0	0	0	1	1	44	1	0	46	1	0	0	0	1	73
Grand Total	10	155	2	0	167	5	3	9	0	17	3	218	4	0	225	9	2	4	0	15	424
Apprch %	6	92.8	1.2	0		29.4	17.6	52.9	0		1.3	96.9	1.8	0		60	13.3	26.7	0		
Total %	2.4	36.6	0.5	0	39.4	1.2	0.7	2.1	0	4	0.7	51.4	0.9	0	53.1	2.1	0.5	0.9	0	3.5	

Start Time	US 17 Southbound				Water Oak Lane Westbound				US 17 Northbound				Water Oak Lane 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 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	0	17	0	17	0	2	6	8	0	15	0	15	1	0	0	1	41
02:45 PM	1	18	1	20	0	0	0	0	1	21	0	22	1	0	0	1	43
03:00 PM	4	22	0	26	1	0	0	1	0	14	0	14	0	2	1	3	44
03:15 PM	2	11	0	13	1	0	0	1	1	19	0	20	1	0	0	1	35
Total Volume	7	68	1	76	2	2	6	10	2	69	0	71	3	2	1	6	163
% App. Total	9.2	89.5	1.3		20	20	60		2.8	97.2	0		50	33.3	16.7		
PHF	.438	.773	.250	.731	.500	.250	.250	.313	.500	.821	.000	.807	.750	.250	.250	.500	.926

Peggy Malone & Associates

(888) 247-8602

File Name : 5_US 17 & Village Square Pkwy_Water Oak Ln PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Combined

Start Time	US 17 Southbound					Water Oak Lane Westbound					US 17 Northbound					Water Oak Lane 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	
02:30 PM	50	324	21	1	396	20	5	8	0	33	5	304	27	0	336	37	5	46	11	99	864
02:45 PM	41	318	26	2	387	9	6	3	0	18	5	271	20	0	296	47	10	24	3	84	785
Total	91	642	47	3	783	29	11	11	0	51	10	575	47	0	632	84	15	70	14	183	1649
03:00 PM	51	354	33	0	438	13	7	3	0	23	2	303	27	0	332	30	8	28	0	66	859
03:15 PM	49	406	20	0	475	17	5	0	0	22	6	331	30	0	367	32	11	31	2	76	940
03:30 PM	54	365	22	0	441	9	7	5	0	21	5	322	29	1	357	33	7	39	1	80	899
03:45 PM	56	381	30	0	467	16	15	2	0	33	0	322	25	0	347	23	7	46	0	76	923
Total	210	1506	105	0	1821	55	34	10	0	99	13	1278	111	1	1403	118	33	144	3	298	3621
04:00 PM	49	417	23	0	489	20	3	2	0	25	4	336	27	0	367	32	3	41	0	76	957
04:15 PM	42	424	28	0	494	19	7	5	0	31	7	322	27	0	356	34	9	49	1	93	974
04:30 PM	39	425	26	0	490	13	10	5	0	28	4	332	20	0	356	39	9	50	1	99	973
04:45 PM	44	406	23	0	473	13	9	4	0	26	3	389	26	0	418	41	9	33	2	85	1002
Total	174	1672	100	0	1946	65	29	16	0	110	18	1379	100	0	1497	146	30	173	4	353	3906
05:00 PM	59	473	22	2	556	12	10	4	0	26	6	457	25	0	488	47	13	41	5	106	1176
05:15 PM	61	404	18	0	483	19	10	9	0	38	10	375	38	2	425	38	10	21	1	70	1016
05:30 PM	46	407	27	0	480	13	6	6	0	25	8	277	19	0	304	32	17	36	0	85	894
05:45 PM	53	408	25	0	486	15	10	4	0	29	4	318	23	0	345	26	4	24	0	54	914
Total	219	1692	92	2	2005	59	36	23	0	118	28	1427	105	2	1562	143	44	122	6	315	4000
Grand Total	694	5512	344	5	6555	208	110	60	0	378	69	4659	363	3	5094	491	122	509	27	1149	13176
Apprch %	10.6	84.1	5.2	0.1		55	29.1	15.9	0		1.4	91.5	7.1	0.1		42.7	10.6	44.3	2.3		
Total %	5.3	41.8	2.6	0	49.7	1.6	0.8	0.5	0	2.9	0.5	35.4	2.8	0	38.7	3.7	0.9	3.9	0.2	8.7	

Start Time	US 17 Southbound				Water Oak Lane Westbound				US 17 Northbound				Water Oak Lane 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 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	39	425	26	490	13	10	5	28	4	332	20	356	39	9	50	98	972
04:45 PM	44	406	23	473	13	9	4	26	3	389	26	418	41	9	33	83	1000
05:00 PM	59	473	22	554	12	10	4	26	6	457	25	488	47	13	41	101	1169
05:15 PM	61	404	18	483	19	10	9	38	10	375	38	423	38	10	21	69	1013
Total Volume	203	1708	89	2000	57	39	22	118	23	1553	109	1685	165	41	145	351	4154
% App. Total	10.1	85.4	4.4		48.3	33.1	18.6		1.4	92.2	6.5		47	11.7	41.3		
PHF	.832	.903	.856	.903	.750	.975	.611	.776	.575	.850	.717	.863	.878	.788	.725	.869	.888

Peggy Malone & Associates

(888) 247-8602

File Name : 6_Town Center Blvd & Roundabout West of Thunderbolt Park AM
 Site Code :
 Start Date : 12/8/2020
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Groups Printed- Cars

Start Time	Town Center Blvd Southbound					Westbound Approach Westbound				Town Center Blvd Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	40	0	0	40	0	0	0	0	0	45	0	0	45	0	0	0	0	0	85
06:45 AM	0	134	0	0	134	0	0	0	0	0	53	0	1	54	0	0	0	0	0	188
Total	0	174	0	0	174	0	0	0	0	0	98	0	1	99	0	0	0	0	0	273
07:00 AM	0	185	2	0	187	0	0	0	0	0	104	1	2	107	0	0	0	0	0	294
07:15 AM	0	58	0	0	58	0	0	0	0	0	122	0	1	123	0	0	0	0	0	181
07:30 AM	3	43	0	0	46	0	0	0	0	0	69	0	0	69	1	0	1	0	2	117
07:45 AM	2	74	0	0	76	0	0	0	0	0	76	0	1	77	0	0	1	0	1	154
Total	5	360	2	0	367	0	0	0	0	0	371	1	4	376	1	0	2	0	3	746
08:00 AM	0	83	0	0	83	0	0	0	0	0	81	0	1	82	0	0	1	0	1	166
08:15 AM	1	62	1	3	67	0	0	0	0	0	122	0	0	122	0	0	0	0	0	189
08:30 AM	0	56	0	1	57	0	0	0	0	0	56	0	0	56	1	0	0	1	2	115
08:45 AM	0	53	0	0	53	0	0	0	0	0	75	0	0	75	0	0	0	0	0	128
Total	1	254	1	4	260	0	0	0	0	0	334	0	1	335	1	0	1	1	3	598
Grand Total	6	788	3	4	801	0	0	0	0	0	803	1	6	810	2	0	3	1	6	1617
Apprch %	0.7	98.4	0.4	0.5		0	0	0		0	99.1	0.1	0.7		33.3	0	50	16.7		
Total %	0.4	48.7	0.2	0.2	49.5	0	0	0	0	0	49.7	0.1	0.4	50.1	0.1	0	0.2	0.1	0.4	

Start Time	Town Center Blvd Southbound					Westbound Approach Westbound				Town Center Blvd Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:45 AM	0	134	0		134	0	0	0	0	0	53	0		53	0	0	0	0	0	187
07:00 AM	0	185	2		187	0	0	0	0	0	104	1		105	0	0	0	0	0	292
07:15 AM	0	58	0		58	0	0	0	0	0	122	0		122	0	0	0	0	0	180
07:30 AM	3	43	0		46	0	0	0	0	0	69	0		69	1	0	1		2	117
Total Volume	3	420	2		425	0	0	0	0	0	348	1		349	1	0	1		2	776
% App. Total	0.7	98.8	0.5			0	0	0		0	99.7	0.3			50	0	50			
PHF	.250	.568	.250		.568	.000	.000	.000	.000	.000	.713	.250		.715	.250	.000	.250		.250	.664

Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 06:45 AM

Peggy Malone & Associates

(888) 247-8602

File Name : 6_Town Center Blvd & Roundabout West of Thunderbolt Park AM
 Site Code :
 Start Date : 12/8/2020
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Groups Printed- Trucks

Start Time	Town Center Blvd Southbound					Westbound Approach Westbound				Town Center Blvd Northbound					Radar Rd Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
07:45 AM	0	5	0	0	5	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7
Total	0	6	0	0	6	0	0	0	0	0	3	0	0	3	0	0	1	0	1	1	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
08:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
08:45 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
Total	0	3	0	0	3	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7
Grand Total	1	11	0	0	12	0	0	0	0	0	7	0	0	7	0	0	1	0	1	1	20
Apprch %	8.3	91.7	0	0		0	0	0	0	0	100	0	0		0	0	100	0			
Total %	5	55	0	0	60	0	0	0	0	0	35	0	0	35	0	0	5	0	5		

Start Time	Town Center Blvd Southbound					Westbound Approach Westbound				Town Center Blvd Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:45 AM	0	5	0	0	5	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	6	0	0	6	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
% App. Total	0	100	0	0		0	0	0	0	0	100	0	0		0	0	0	0		
PHF	.000	.300	.000	.000	.300	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.393	

Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

Peggy Malone & Associates

(888) 247-8602

File Name : 6_Town Center Blvd & Roundabout West of Thunderbolt Park AM
 Site Code :
 Start Date : 12/8/2020
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Groups Printed- Combined

Start Time	Town Center Blvd Southbound					Westbound Approach Westbound				Town Center Blvd Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	40	0	0	40	0	0	0	0	0	45	0	0	45	0	0	0	0	0	85
06:45 AM	1	136	0	0	137	0	0	0	0	0	53	0	1	54	0	0	0	0	0	191
Total	1	176	0	0	177	0	0	0	0	0	98	0	1	99	0	0	0	0	0	276
07:00 AM	0	186	2	0	188	0	0	0	0	0	104	1	2	107	0	0	0	0	0	295
07:15 AM	0	58	0	0	58	0	0	0	0	0	122	0	1	123	0	0	1	0	1	182
07:30 AM	3	43	0	0	46	0	0	0	0	0	70	0	0	70	1	0	1	0	2	118
07:45 AM	2	79	0	0	81	0	0	0	0	0	78	0	1	79	0	0	1	0	1	161
Total	5	366	2	0	373	0	0	0	0	0	374	1	4	379	1	0	3	0	4	756
08:00 AM	0	83	0	0	83	0	0	0	0	0	82	0	1	83	0	0	1	0	1	167
08:15 AM	1	62	1	3	67	0	0	0	0	0	123	0	0	123	0	0	0	0	0	190
08:30 AM	0	57	0	1	58	0	0	0	0	0	57	0	0	57	1	0	0	1	2	117
08:45 AM	0	55	0	0	55	0	0	0	0	0	76	0	0	76	0	0	0	0	0	131
Total	1	257	1	4	263	0	0	0	0	0	338	0	1	339	1	0	1	1	3	605
Grand Total	7	799	3	4	813	0	0	0	0	0	810	1	6	817	2	0	4	1	7	1637
Apprch %	0.9	98.3	0.4	0.5		0	0	0		0	99.1	0.1	0.7		28.6	0	57.1	14.3		
Total %	0.4	48.8	0.2	0.2	49.7	0	0	0	0	0	49.5	0.1	0.4	49.9	0.1	0	0.2	0.1	0.4	

Start Time	Town Center Blvd Southbound					Westbound Approach Westbound				Town Center Blvd Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:45 AM	1	136	0		137	0	0	0	0	0	53	0		53	0	0	0	0	0	190
07:00 AM	0	186	2		188	0	0	0	0	0	104	1		105	0	0	0	0	0	293
07:15 AM	0	58	0		58	0	0	0	0	0	122	0		122	0	0	1	0	1	181
07:30 AM	3	43	0		46	0	0	0	0	0	70	0		70	1	0	1	0	2	118
Total Volume	4	423	2		429	0	0	0	0	0	349	1		350	1	0	2		3	782
% App. Total	0.9	98.6	0.5			0	0	0		0	99.7	0.3			33.3	0	66.7			
PHF	.333	.569	.250		.570	.000	.000	.000	.000	.000	.715	.250		.717	.250	.000	.500		.375	.667

Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 06:45 AM

Peggy Malone & Associates

(888) 247-8602

File Name : 6_Town Center Blvd & Roundabout West of Thunderbolt Park MID
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Groups Printed- Cars

Start Time	Town Center Blvd Southbound					Westbound Approach Westbound				Town Center Blvd Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	0	58	0	0	58	0	0	0	0	0	98	0	0	98	0	0	0	0	0	156
11:45 AM	0	59	0	0	59	0	0	0	0	0	85	0	1	86	0	0	0	0	0	145
Total	0	117	0	0	117	0	0	0	0	0	183	0	1	184	0	0	0	0	0	301
12:00 PM	0	64	0	0	64	0	0	0	0	0	97	1	1	99	0	0	0	0	0	163
12:15 PM	0	71	0	0	71	0	0	0	0	0	111	0	0	111	0	0	0	0	0	182
12:30 PM	0	87	0	0	87	0	0	0	0	0	91	0	1	92	0	0	1	0	1	180
12:45 PM	0	87	1	0	88	0	0	0	0	0	113	0	0	113	0	0	1	0	1	202
Total	0	309	1	0	310	0	0	0	0	0	412	1	2	415	0	0	2	0	2	727
01:00 PM	0	80	1	0	81	0	0	0	0	0	86	0	0	86	0	0	2	0	2	169
01:15 PM	0	83	0	0	83	0	0	0	0	0	69	0	0	69	0	0	0	0	0	152
Grand Total	0	589	2	0	591	0	0	0	0	0	750	1	3	754	0	0	4	0	4	1349
Apprch %	0	99.7	0.3	0		0	0	0		0	99.5	0.1	0.4		0	0	100	0		
Total %	0	43.7	0.1	0	43.8	0	0	0	0	0	55.6	0.1	0.2	55.9	0	0	0.3	0	0.3	

Start Time	Town Center Blvd Southbound				Westbound Approach Westbound				Town Center Blvd Northbound				Radar 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 11:30 AM to 01:15 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 12:15 PM																			
12:15 PM	0	71	0	71	0	0	0	0	0	111	0	0	111	0	0	0	0	0	182
12:30 PM	0	87	0	87	0	0	0	0	0	91	0	0	91	0	0	1	0	1	179
12:45 PM	0	87	1	88	0	0	0	0	0	113	0	0	113	0	0	1	0	1	202
01:00 PM	0	80	1	81	0	0	0	0	0	86	0	0	86	0	0	2	0	2	169
Total Volume	0	325	2	327	0	0	0	0	0	401	0	0	401	0	0	4	0	4	732
% App. Total	0	99.4	0.6		0	0	0		0	100	0	0		0	0	100	0		
PHF	.000	.934	.500	.929	.000	.000	.000	.000	.000	.887	.000	.887	.000	.000	.500	.500			.906

Peggy Malone & Associates

(888) 247-8602

File Name : 6_Town Center Blvd & Roundabout West of Thunderbolt Park MID
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Groups Printed- Trucks

Start Time	Town Center Blvd Southbound					Westbound Approach Westbound				Town Center Blvd Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45 AM	0	3	0	0	3	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	4	0	0	4	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	5	0	0	5	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
12:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	6	0	0	6	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
01:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	12	0	0	12	0	0	0	0	0	9	0	0	9	0	0	0	0	0	21
Apprch %	0	100	0	0		0	0	0		0	100	0	0		0	0	0	0		
Total %	0	57.1	0	0	57.1	0	0	0	0	0	42.9	0	0	42.9	0	0	0	0	0	

Start Time	Town Center Blvd Southbound				Westbound Approach Westbound				Town Center Blvd Northbound				Radar 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 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
12:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
12:30 PM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
Total Volume	0	8	0	8	0	0	0	0	0	5	0	5	0	0	0	0	13
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.400	.000	.400	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.542

Peggy Malone & Associates

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Groups Printed- Combined

Start Time	Town Center Blvd Southbound					Westbound Approach Westbound				Town Center Blvd Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	0	59	0	0	59	0	0	0	0	0	99	0	0	99	0	0	0	0	0	158
11:45 AM	0	62	0	0	62	0	0	0	0	0	86	0	1	87	0	0	0	0	0	149
Total	0	121	0	0	121	0	0	0	0	0	185	0	1	186	0	0	0	0	0	307
12:00 PM	0	64	0	0	64	0	0	0	0	0	99	1	1	101	0	0	0	0	0	165
12:15 PM	0	71	0	0	71	0	0	0	0	0	112	0	0	112	0	0	0	0	0	183
12:30 PM	0	92	0	0	92	0	0	0	0	0	92	0	1	93	0	0	1	0	1	186
12:45 PM	0	88	1	0	89	0	0	0	0	0	114	0	0	114	0	0	1	0	1	204
Total	0	315	1	0	316	0	0	0	0	0	417	1	2	420	0	0	2	0	2	738
01:00 PM	0	81	1	0	82	0	0	0	0	0	86	0	0	86	0	0	2	0	2	170
01:15 PM	0	84	0	0	84	0	0	0	0	0	71	0	0	71	0	0	0	0	0	155
Grand Total	0	601	2	0	603	0	0	0	0	0	759	1	3	763	0	0	4	0	4	1370
Apprch %	0	99.7	0.3	0		0	0	0		0	99.5	0.1	0.4		0	0	100	0		
Total %	0	43.9	0.1	0	44	0	0	0	0	0	55.4	0.1	0.2	55.7	0	0	0.3	0	0.3	

Start Time	Town Center Blvd Southbound				Westbound Approach Westbound				Town Center Blvd Northbound				Radar 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 11:30 AM to 01:15 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 12:15 PM																		
12:15 PM	0	71	0	71	0	0	0	0	0	112	0	0	112	0	0	0	0	183
12:30 PM	0	92	0	92	0	0	0	0	0	92	0	0	92	0	0	1	1	185
12:45 PM	0	88	1	89	0	0	0	0	0	114	0	0	114	0	0	1	1	204
01:00 PM	0	81	1	82	0	0	0	0	0	86	0	0	86	0	0	2	2	170
Total Volume	0	332	2	334	0	0	0	0	0	404	0	0	404	0	0	4	4	742
% App. Total	0	99.4	0.6		0	0	0		0	100	0	0		0	0	100		
PHF	.000	.902	.500	.908	.000	.000	.000	.000	.000	.886	.000	.886	.000	.000	.500	.500		.909

Peggy Malone & Associates

(888) 247-8602

File Name : 6_Town Center Blvd & Roundabout West of Thunderbolt Park PM
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Groups Printed- Cars

Start Time	Town Center Blvd Southbound					Westbound Approach Westbound				Town Center Blvd Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	2	112	0	0	114	0	0	0	0	0	139	0	1	140	0	0	0	0	0	254
02:45 PM	1	105	0	0	106	0	0	0	0	0	117	0	0	117	1	0	0	0	1	224
Total	3	217	0	0	220	0	0	0	0	0	256	0	1	257	1	0	0	0	1	478
03:00 PM	1	115	1	0	117	0	0	0	0	0	123	0	1	124	1	0	0	0	1	242
03:15 PM	1	113	1	0	115	0	0	0	0	0	118	1	0	119	0	0	1	0	1	235
03:30 PM	1	134	0	0	135	0	0	1	1	0	96	0	0	96	0	0	2	0	2	234
03:45 PM	0	130	0	0	130	0	0	0	0	0	138	0	0	138	0	0	2	0	2	270
Total	3	492	2	0	497	0	0	1	1	0	475	1	1	477	1	0	5	0	6	981
04:00 PM	0	101	1	0	102	0	0	0	0	0	126	0	1	127	0	0	2	0	2	231
04:15 PM	0	142	0	0	142	0	0	0	0	0	103	0	1	104	0	0	1	0	1	247
04:30 PM	1	101	1	0	103	0	0	1	1	0	125	0	0	125	0	0	0	0	0	229
04:45 PM	1	122	0	0	123	0	0	0	0	0	104	0	0	104	1	0	0	0	1	228
Total	2	466	2	0	470	0	0	1	1	0	458	0	2	460	1	0	3	0	4	935
05:00 PM	1	124	1	0	126	0	0	0	0	0	100	1	0	101	0	0	1	0	1	228
05:15 PM	0	130	0	0	130	0	0	0	0	0	96	0	0	96	0	0	1	0	1	227
05:30 PM	0	107	1	0	108	0	0	0	0	0	112	0	0	112	0	0	0	0	0	220
05:45 PM	0	122	0	0	122	0	0	0	0	0	99	0	0	99	0	0	0	0	0	221
Total	1	483	2	0	486	0	0	0	0	0	407	1	0	408	0	0	2	0	2	896
Grand Total	9	1658	6	0	1673	0	0	2	2	0	1596	2	4	1602	3	0	10	0	13	3290
Apprch %	0.5	99.1	0.4	0		0	0	100		0	99.6	0.1	0.2		23.1	0	76.9	0		
Total %	0.3	50.4	0.2	0	50.9	0	0	0.1	0.1	0	48.5	0.1	0.1	48.7	0.1	0	0.3	0	0.4	

Start Time	Town Center Blvd Southbound					Westbound Approach Westbound				Town Center Blvd Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 03:00 PM																				
03:00 PM	1	115	1	0	117	0	0	0	0	0	123	0	1	123	1	0	0	0	1	241
03:15 PM	1	113	1	0	115	0	0	0	0	0	118	1	0	119	0	0	1	0	1	235
03:30 PM	1	134	0	0	135	0	0	1	1	0	96	0	0	96	0	0	2	0	2	234
03:45 PM	0	130	0	0	130	0	0	0	0	0	138	0	0	138	0	0	2	0	2	270
Total Volume	3	492	2	0	497	0	0	1	1	0	475	1	1	476	1	0	5	0	6	980
% App. Total	0.6	99	0.4			0	0	100		0	99.8	0.2			16.7	0	83.3			
PHF	.750	.918	.500	.920		.000	.000	.250	.250	.000	.861	.250	.862		.250	.000	.625	.750		.907

Peggy Malone & Associates

(888) 247-8602

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Groups Printed- Trucks

Start Time	Town Center Blvd Southbound					Westbound Approach Westbound				Town Center Blvd Northbound					Radar Rd Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
02:30 PM	0	2	0	0	2	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
02:45 PM	0	1	0	0	1	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
Total	0	3	0	0	3	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9
03:00 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
04:00 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	10	0	0	10	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	22
Apprch %	0	100	0	0		0	0	0		0	100	0	0		0	0	0	0			
Total %	0	45.5	0	0	45.5	0	0	0	0	0	54.5	0	0	54.5	0	0	0	0	0	0	

Start Time	Town Center Blvd Southbound					Westbound Approach Westbound				Town Center Blvd Northbound					Radar Rd Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	0	2	0	0	2	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
02:45 PM	0	1	0	0	1	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
03:00 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total Volume	0	5	0	0	5	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	13
% App. Total	0	100	0	0		0	0	0		0	100	0	0		0	0	0	0			
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.000	.000	.650	

Peggy Malone & Associates

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Groups Printed- Combined

Start Time	Town Center Blvd Southbound					Westbound Approach Westbound				Town Center Blvd Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	2	114	0	0	116	0	0	0	0	0	142	0	1	143	0	0	0	0	0	259
02:45 PM	1	106	0	0	107	0	0	0	0	0	120	0	0	120	1	0	0	0	1	228
Total	3	220	0	0	223	0	0	0	0	0	262	0	1	263	1	0	0	0	1	487
03:00 PM	1	117	1	0	119	0	0	0	0	0	124	0	1	125	1	0	0	0	1	245
03:15 PM	1	113	1	0	115	0	0	0	0	0	119	1	0	120	0	0	1	0	1	236
03:30 PM	1	134	0	0	135	0	0	1	1	0	96	0	0	96	0	0	2	0	2	234
03:45 PM	0	130	0	0	130	0	0	0	0	0	139	0	0	139	0	0	2	0	2	271
Total	3	494	2	0	499	0	0	1	1	0	478	1	1	480	1	0	5	0	6	986
04:00 PM	0	102	1	0	103	0	0	0	0	0	128	0	1	129	0	0	2	0	2	234
04:15 PM	0	143	0	0	143	0	0	0	0	0	103	0	1	104	0	0	1	0	1	248
04:30 PM	1	102	1	0	104	0	0	1	1	0	125	0	0	125	0	0	0	0	0	230
04:45 PM	1	122	0	0	123	0	0	0	0	0	105	0	0	105	1	0	0	0	1	229
Total	2	469	2	0	473	0	0	1	1	0	461	0	2	463	1	0	3	0	4	941
05:00 PM	1	125	1	0	127	0	0	0	0	0	100	1	0	101	0	0	1	0	1	229
05:15 PM	0	131	0	0	131	0	0	0	0	0	96	0	0	96	0	0	1	0	1	228
05:30 PM	0	107	1	0	108	0	0	0	0	0	112	0	0	112	0	0	0	0	0	220
05:45 PM	0	122	0	0	122	0	0	0	0	0	99	0	0	99	0	0	0	0	0	221
Total	1	485	2	0	488	0	0	0	0	0	407	1	0	408	0	0	2	0	2	898
Grand Total	9	1668	6	0	1683	0	0	2	2	0	1608	2	4	1614	3	0	10	0	13	3312
Apprch %	0.5	99.1	0.4	0		0	0	100		0	99.6	0.1	0.2		23.1	0	76.9	0		
Total %	0.3	50.4	0.2	0	50.8	0	0	0.1	0.1	0	48.6	0.1	0.1	48.7	0.1	0	0.3	0	0.4	

Start Time	Town Center Blvd Southbound					Westbound Approach Westbound				Town Center Blvd Northbound					Radar Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 03:00 PM																				
03:00 PM	1	117	1	0	119	0	0	0	0	0	124	0	1	124	1	0	0	0	1	244
03:15 PM	1	113	1	0	115	0	0	0	0	0	119	1	0	120	0	0	1	0	1	236
03:30 PM	1	134	0	0	135	0	0	1	1	0	96	0	0	96	0	0	2	0	2	234
03:45 PM	0	130	0	0	130	0	0	0	0	0	139	0	0	139	0	0	2	0	2	271
Total Volume	3	494	2	0	499	0	0	1	1	0	478	1	1	479	1	0	5	0	6	985
% App. Total	0.6	99	0.4	0		0	0	100		0	99.8	0.2	0.2		16.7	0	83.3	0		
PHF	.750	.922	.500	.924		.000	.000	.250	.250	.000	.860	.250	.862		.250	.000	.625	.750		.909

Peggy Malone & Associates

(888) 247-8602

File Name : 7_Town Center Blvd & E West Pkwy AM
 Site Code :
 Start Date : 12/8/2020
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Groups Printed- Cars

Start Time	Town Center blvd Southbound					East West Pkwy Westbound					Town Center Blvd Northbound					East West Pkwy 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	
06:30 AM	1	24	3	0	28	4	10	5	0	19	11	36	8	0	55	22	18	0	0	40	142
06:45 AM	1	66	7	0	74	4	13	17	0	34	9	38	15	0	62	57	8	1	0	66	236
Total	2	90	10	0	102	8	23	22	0	53	20	74	23	0	117	79	26	1	0	106	378
07:00 AM	1	104	8	0	113	5	11	18	0	34	23	64	14	0	101	70	25	1	0	96	344
07:15 AM	0	27	8	1	36	12	17	8	0	37	22	79	23	0	124	15	12	2	0	29	226
07:30 AM	3	31	4	0	38	14	18	11	0	43	15	58	10	1	84	16	19	1	0	36	201
07:45 AM	3	43	13	0	59	14	22	21	0	57	20	46	9	1	76	27	26	1	0	54	246
Total	7	205	33	1	246	45	68	58	0	171	80	247	56	2	385	128	82	5	0	215	1017
08:00 AM	9	49	8	0	66	14	19	14	0	47	24	51	12	0	87	30	18	0	0	48	248
08:15 AM	5	41	9	2	57	9	27	13	0	49	19	73	24	1	117	28	25	3	4	60	283
08:30 AM	4	40	17	0	61	20	23	15	1	59	12	47	13	0	72	19	19	1	1	40	232
08:45 AM	8	41	9	0	58	16	32	20	0	68	20	59	18	0	97	16	42	6	3	67	290
Total	26	171	43	2	242	59	101	62	1	223	75	230	67	1	373	93	104	10	8	215	1053
Grand Total	35	466	86	3	590	112	192	142	1	447	175	551	146	3	875	300	212	16	8	536	2448
Apprch %	5.9	79	14.6	0.5		25.1	43	31.8	0.2		20	63	16.7	0.3		56	39.6	3	1.5		
Total %	1.4	19	3.5	0.1	24.1	4.6	7.8	5.8	0	18.3	7.1	22.5	6	0.1	35.7	12.3	8.7	0.7	0.3	21.9	

Start Time	Town Center blvd Southbound				East West Pkwy Westbound				Town Center Blvd Northbound				East West Pkwy 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 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	9	49	8	66	14	19	14	47	24	51	12	87	30	18	0	48	248
08:15 AM	5	41	9	55	9	27	13	49	19	73	24	116	28	25	3	56	276
08:30 AM	4	40	17	61	20	23	15	58	12	47	13	72	19	19	1	39	230
08:45 AM	8	41	9	58	16	32	20	68	20	59	18	97	16	42	6	64	287
Total Volume	26	171	43	240	59	101	62	222	75	230	67	372	93	104	10	207	1041
% App. Total	10.8	71.2	17.9		26.6	45.5	27.9		20.2	61.8	18		44.9	50.2	4.8		
PHF	.722	.872	.632	.909	.738	.789	.775	.816	.781	.788	.698	.802	.775	.619	.417	.809	.907

Peggy Malone & Associates

(888) 247-8602

File Name : 7_Town Center Blvd & E West Pkwy AM
 Site Code :
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Groups Printed- Trucks

Start Time	Town Center blvd Southbound					East West Pkwy Westbound					Town Center Blvd Northbound					East West Pkwy 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	
06:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:00 AM	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	1	0	0	0	0	1
07:15 AM	0	0	1	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0
Total	0	2	1	0	3	3	2	2	0	7	2	3	0	0	5	2	1	0	0	3	18
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	1	3	0	0	0	4
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:45 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	1	0	4	0	1	1	0	2	0	3	0	0	3	1	3	0	0	4	13
Grand Total	1	7	2	0	10	3	3	3	0	9	2	6	0	0	8	4	4	0	0	8	35
Apprch %	10	70	20	0		33.3	33.3	33.3	0		25	75	0	0		50	50	0	0		
Total %	2.9	20	5.7	0	28.6	8.6	8.6	8.6	0	25.7	5.7	17.1	0	0	22.9	11.4	11.4	0	0	22.9	

Start Time	Town Center blvd Southbound				East West Pkwy Westbound				Town Center Blvd Northbound				East West Pkwy 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 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	2	0	2	1	0	0	1	1	0	0	1	5
07:15 AM	0	0	1	1	1	0	0	1	1	0	0	1	1	0	0	1	4
07:30 AM	0	1	0	1	1	0	1	2	0	1	0	1	0	1	0	1	5
07:45 AM	0	0	0	0	1	0	1	2	0	2	0	2	0	0	0	0	4
Total Volume	0	2	1	3	3	2	2	7	2	3	0	5	2	1	0	3	18
% App. Total	0	66.7	33.3		42.9	28.6	28.6		40	60	0		66.7	33.3	0		
PHF	.000	.500	.250	.750	.750	.250	.500	.875	.500	.375	.000	.625	.500	.250	.000	.750	.900

Peggy Malone & Associates

(888) 247-8602

File Name : 7_Town Center Blvd & E West Pkwy AM
 Site Code :
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Groups Printed- Combined

Start Time	Town Center blvd Southbound					East West Pkwy Westbound					Town Center Blvd Northbound					East West Pkwy 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	
06:30 AM	1	25	3	0	29	4	10	5	0	19	11	36	8	0	55	22	18	0	0	40	143
06:45 AM	2	67	7	0	76	4	13	17	0	34	9	38	15	0	62	58	8	1	0	67	239
Total	3	92	10	0	105	8	23	22	0	53	20	74	23	0	117	80	26	1	0	107	382
07:00 AM	1	105	8	0	114	5	13	18	0	36	24	64	14	0	102	71	25	1	0	97	349
07:15 AM	0	27	9	1	37	13	17	8	0	38	23	79	23	0	125	16	12	2	0	30	230
07:30 AM	3	32	4	0	39	15	18	12	0	45	15	59	10	1	85	16	20	1	0	37	206
07:45 AM	3	43	13	0	59	15	22	22	0	59	20	48	9	1	78	27	26	1	0	54	250
Total	7	207	34	1	249	48	70	60	0	178	82	250	56	2	390	130	83	5	0	218	1035
08:00 AM	9	49	8	0	66	14	20	14	0	48	24	51	12	0	87	30	18	0	0	48	249
08:15 AM	5	41	10	2	58	9	27	13	0	49	19	75	24	1	119	29	28	3	4	64	290
08:30 AM	4	41	17	0	62	20	23	15	1	59	12	48	13	0	73	19	19	1	1	40	234
08:45 AM	8	43	9	0	60	16	32	21	0	69	20	59	18	0	97	16	42	6	3	67	293
Total	26	174	44	2	246	59	102	63	1	225	75	233	67	1	376	94	107	10	8	219	1066
Grand Total	36	473	88	3	600	115	195	145	1	456	177	557	146	3	883	304	216	16	8	544	2483
Apprch %	6	78.8	14.7	0.5		25.2	42.8	31.8	0.2		20	63.1	16.5	0.3		55.9	39.7	2.9	1.5		
Total %	1.4	19	3.5	0.1	24.2	4.6	7.9	5.8	0	18.4	7.1	22.4	5.9	0.1	35.6	12.2	8.7	0.6	0.3	21.9	

Start Time	Town Center blvd Southbound				East West Pkwy Westbound				Town Center Blvd Northbound				East West Pkwy 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 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	9	49	8	66	14	20	14	48	24	51	12	87	30	18	0	48	249
08:15 AM	5	41	10	56	9	27	13	49	19	75	24	118	29	28	3	60	283
08:30 AM	4	41	17	62	20	23	15	58	12	48	13	73	19	19	1	39	232
08:45 AM	8	43	9	60	16	32	21	69	20	59	18	97	16	42	6	64	290
Total Volume	26	174	44	244	59	102	63	224	75	233	67	375	94	107	10	211	1054
% App. Total	10.7	71.3	18		26.3	45.5	28.1		20	62.1	17.9		44.5	50.7	4.7		
PHF	.722	.888	.647	.924	.738	.797	.750	.812	.781	.777	.698	.794	.783	.637	.417	.824	.909

Peggy Malone & Associates

(888) 247-8602

File Name : 7_Town Center Blvd & E West Pkwy MID
 Site Code :
 Start Date : 12/8/2020
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Groups Printed- Cars

Start Time	Town Center blvd Southbound					East West Pkwy Westbound					Town Center Blvd Northbound					East West Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	13	47	21	0	81	18	48	21	0	87	21	73	27	0	121	18	42	18	0	78	367
11:45 AM	16	51	26	1	94	33	59	23	1	116	14	75	17	0	106	22	41	14	0	77	393
Total	29	98	47	1	175	51	107	44	1	203	35	148	44	0	227	40	83	32	0	155	760
12:00 PM	22	56	22	0	100	37	56	25	0	118	21	73	28	0	122	20	37	23	0	80	420
12:15 PM	20	57	29	0	106	29	63	21	0	113	19	84	26	0	129	21	45	17	0	83	431
12:30 PM	12	68	23	0	103	46	52	27	0	125	26	64	21	1	112	19	54	19	0	92	432
12:45 PM	21	60	35	0	116	28	60	29	0	117	21	86	38	0	145	26	51	17	0	94	472
Total	75	241	109	0	425	140	231	102	0	473	87	307	113	1	508	86	187	76	0	349	1755
01:00 PM	17	69	29	0	115	25	65	27	0	117	31	60	30	1	122	11	46	17	0	74	428
01:15 PM	13	51	19	1	84	23	49	31	1	104	13	60	22	1	96	24	48	19	1	92	376
Grand Total	134	459	204	2	799	239	452	204	2	897	166	575	209	3	953	161	364	144	1	670	3319
Apprch %	16.8	57.4	25.5	0.3		26.6	50.4	22.7	0.2		17.4	60.3	21.9	0.3		24	54.3	21.5	0.1		
Total %	4	13.8	6.1	0.1	24.1	7.2	13.6	6.1	0.1	27	5	17.3	6.3	0.1	28.7	4.9	11	4.3	0	20.2	

Start Time	Town Center blvd Southbound				East West Pkwy Westbound				Town Center Blvd Northbound				East West Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	20	57	29	106	29	63	21	113	19	84	26	129	21	45	17	83	431
12:30 PM	12	68	23	103	46	52	27	125	26	64	21	111	19	54	19	92	431
12:45 PM	21	60	35	116	28	60	29	117	21	86	38	145	26	51	17	94	472
01:00 PM	17	69	29	115	25	65	27	117	31	60	30	121	11	46	17	74	427
Total Volume	70	254	116	440	128	240	104	472	97	294	115	506	77	196	70	343	1761
% App. Total	15.9	57.7	26.4		27.1	50.8	22		19.2	58.1	22.7		22.4	57.1	20.4		
PHF	.833	.920	.829	.948	.696	.923	.897	.944	.782	.855	.757	.872	.740	.907	.921	.912	.933

Peggy Malone & Associates

(888) 247-8602

File Name : 7_Town Center Blvd & E West Pkwy MID
 Site Code :
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Groups Printed- Trucks

Start Time	Town Center blvd Southbound					East West Pkwy Westbound					Town Center Blvd Northbound					East West Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	0	1	1	0	2	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	6
11:45 AM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	2	0	1	0	3	8
Total	0	3	1	0	4	1	4	0	0	5	0	1	0	0	1	2	0	2	0	4	14
12:00 PM	1	0	0	0	1	2	0	0	0	2	1	0	0	0	1	0	1	0	0	1	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
12:30 PM	0	2	2	0	4	2	0	1	0	3	1	0	0	0	1	0	1	0	0	1	9
12:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	3	0	6	4	0	1	0	5	2	2	0	0	4	0	2	0	0	2	17
01:00 PM	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	1	1	0	0	2	6
01:15 PM	1	0	0	0	1	1	2	0	0	3	0	1	1	0	2	0	0	1	0	1	7
Grand Total	3	5	4	0	12	6	7	1	0	14	3	5	1	0	9	3	3	3	0	9	44
Apprch %	25	41.7	33.3	0		42.9	50	7.1	0		33.3	55.6	11.1	0		33.3	33.3	33.3	0		
Total %	6.8	11.4	9.1	0	27.3	13.6	15.9	2.3	0	31.8	6.8	11.4	2.3	0	20.5	6.8	6.8	6.8	0	20.5	

Start Time	Town Center blvd Southbound				East West Pkwy Westbound				Town Center Blvd Northbound				East West Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	2	0	2	1	2	0	3	0	0	0	0	2	0	1	3	8
12:00 PM	1	0	0	1	2	0	0	2	1	0	0	1	0	1	0	1	5
12:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
12:30 PM	0	2	2	4	2	0	1	3	1	0	0	1	0	1	0	1	9
Total Volume	1	4	2	7	5	2	1	8	2	2	0	4	2	2	1	5	24
% App. Total	14.3	57.1	28.6		62.5	25	12.5		50	50	0		40	40	20		
PHF	.250	.500	.250	.438	.625	.250	.250	.667	.500	.250	.000	.500	.250	.500	.250	.417	.667

Peggy Malone & Associates

(888) 247-8602

File Name : 7_Town Center Blvd & E West Pkwy MID
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Combined

Start Time	Town Center blvd Southbound					East West Pkwy Westbound					Town Center Blvd Northbound					East West Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	13	48	22	0	83	18	50	21	0	89	21	74	27	0	122	18	42	19	0	79	373
11:45 AM	16	53	26	1	96	34	61	23	1	119	14	75	17	0	106	24	41	15	0	80	401
Total	29	101	48	1	179	52	111	44	1	208	35	149	44	0	228	42	83	34	0	159	774
12:00 PM	23	56	22	0	101	39	56	25	0	120	22	73	28	0	123	20	38	23	0	81	425
12:15 PM	20	57	29	0	106	29	63	21	0	113	19	86	26	0	131	21	45	17	0	83	433
12:30 PM	12	70	25	0	107	48	52	28	0	128	27	64	21	1	113	19	55	19	0	93	441
12:45 PM	21	60	36	0	117	28	60	29	0	117	21	86	38	0	145	26	51	17	0	94	473
Total	76	243	112	0	431	144	231	103	0	478	89	309	113	1	512	86	189	76	0	351	1772
01:00 PM	18	69	29	0	116	25	66	27	0	118	32	61	30	1	124	12	47	17	0	76	434
01:15 PM	14	51	19	1	85	24	51	31	1	107	13	61	23	1	98	24	48	20	1	93	383
Grand Total	137	464	208	2	811	245	459	205	2	911	169	580	210	3	962	164	367	147	1	679	3363
Apprch %	16.9	57.2	25.6	0.2		26.9	50.4	22.5	0.2		17.6	60.3	21.8	0.3		24.2	54.1	21.6	0.1		
Total %	4.1	13.8	6.2	0.1	24.1	7.3	13.6	6.1	0.1	27.1	5	17.2	6.2	0.1	28.6	4.9	10.9	4.4	0	20.2	

Start Time	Town Center blvd Southbound				East West Pkwy Westbound				Town Center Blvd Northbound				East West Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	20	57	29	106	29	63	21	113	19	86	26	131	21	45	17	83	433
12:30 PM	12	70	25	107	48	52	28	128	27	64	21	112	19	55	19	93	440
12:45 PM	21	60	36	117	28	60	29	117	21	86	38	145	26	51	17	94	473
01:00 PM	18	69	29	116	25	66	27	118	32	61	30	123	12	47	17	76	433
Total Volume	71	256	119	446	130	241	105	476	99	297	115	511	78	198	70	346	1779
% App. Total	15.9	57.4	26.7		27.3	50.6	22.1		19.4	58.1	22.5		22.5	57.2	20.2		
PHF	.845	.914	.826	.953	.677	.913	.905	.930	.773	.863	.757	.881	.750	.900	.921	.920	.940

Peggy Malone & Associates

(888) 247-8602

File Name : 7_Town Center Blvd & E West Pkwy PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	Town Center blvd Southbound					East West Pkwy Westbound					Town Center Blvd Northbound					East West Pkwy 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	
02:30 PM	12	70	33	0	115	24	57	35	0	116	29	95	25	0	149	21	61	18	1	101	481
02:45 PM	14	74	25	0	113	27	71	29	1	128	21	76	41	0	138	25	61	18	0	104	483
Total	26	144	58	0	228	51	128	64	1	244	50	171	66	0	287	46	122	36	1	205	964
03:00 PM	28	81	38	0	147	33	50	35	1	119	23	84	47	0	154	23	48	23	0	94	514
03:15 PM	18	71	27	0	116	40	72	23	0	135	20	92	22	0	134	35	62	17	0	114	499
03:30 PM	19	77	32	0	128	25	68	30	0	123	25	72	16	0	113	36	72	19	0	127	491
03:45 PM	21	73	26	0	120	23	47	40	0	110	34	93	29	0	156	30	62	20	1	113	499
Total	86	302	123	0	511	121	237	128	1	487	102	341	114	0	557	124	244	79	1	448	2003
04:00 PM	20	54	33	1	108	41	67	30	0	138	17	92	25	0	134	29	64	18	0	111	491
04:15 PM	16	85	36	0	137	15	71	34	2	122	25	76	28	0	129	41	54	13	0	108	496
04:30 PM	21	49	25	0	95	32	68	41	2	143	27	102	25	0	154	30	44	20	0	94	486
04:45 PM	19	81	35	1	136	31	69	39	1	140	24	80	31	0	135	27	39	20	0	86	497
Total	76	269	129	2	476	119	275	144	5	543	93	350	109	0	552	127	201	71	0	399	1970
05:00 PM	18	69	18	0	105	30	83	44	0	157	31	75	29	0	135	27	61	19	0	107	504
05:15 PM	23	80	28	0	131	27	62	40	0	129	19	76	28	0	123	31	52	13	0	96	479
05:30 PM	18	60	29	0	107	27	66	47	0	140	26	75	37	0	138	29	65	21	0	115	500
05:45 PM	12	91	29	0	132	38	58	31	0	127	12	110	33	0	155	36	46	13	0	95	509
Total	71	300	104	0	475	122	269	162	0	553	88	336	127	0	551	123	224	66	0	413	1992
Grand Total	259	1015	414	2	1690	413	909	498	7	1827	333	1198	416	0	1947	420	791	252	2	1465	6929
Apprch %	15.3	60.1	24.5	0.1		22.6	49.8	27.3	0.4		17.1	61.5	21.4	0		28.7	54	17.2	0.1		
Total %	3.7	14.6	6	0	24.4	6	13.1	7.2	0.1	26.4	4.8	17.3	6	0	28.1	6.1	11.4	3.6	0	21.1	

Start Time	Town Center blvd Southbound				East West Pkwy Westbound				Town Center Blvd Northbound				East West Pkwy 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 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	28	81	38	147	33	50	35	118	23	84	47	154	23	48	23	94	513
03:15 PM	18	71	27	116	40	72	23	135	20	92	22	134	35	62	17	114	499
03:30 PM	19	77	32	128	25	68	30	123	25	72	16	113	36	72	19	127	491
03:45 PM	21	73	26	120	23	47	40	110	34	93	29	156	30	62	20	112	498
Total Volume	86	302	123	511	121	237	128	486	102	341	114	557	124	244	79	447	2001
% App. Total	16.8	59.1	24.1		24.9	48.8	26.3		18.3	61.2	20.5		27.7	54.6	17.7		
PHF	.768	.932	.809	.869	.756	.823	.800	.900	.750	.917	.606	.893	.861	.847	.859	.880	.975

Peggy Malone & Associates

(888) 247-8602

File Name : 7_Town Center Blvd & E West Pkwy PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Trucks

Start Time	Town Center Blvd Southbound					East West Pkwy Westbound					Town Center Blvd Northbound					East West Pkwy 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	
02:30 PM	1	1	0	0	2	2	0	0	0	2	2	3	0	0	5	1	1	0	0	2	11
02:45 PM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
Total	1	2	1	0	4	2	0	0	0	2	3	4	0	0	7	1	1	0	0	2	15
03:00 PM	0	0	3	0	3	0	1	1	0	2	1	0	0	0	1	1	0	1	0	2	8
03:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	5
03:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	5
Total	0	0	6	0	6	0	4	1	0	5	1	2	0	0	3	2	2	2	0	6	20
04:00 PM	1	0	1	0	2	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	4
04:15 PM	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	4
Total	2	2	2	0	6	2	1	1	0	4	1	2	0	0	3	0	0	0	0	0	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	0	1	0	1	1	0	1	0	2	0	1	0	0	1	1	1	0	0	2	6
Grand Total	3	4	10	0	17	5	5	3	0	13	5	9	0	0	14	4	4	2	0	10	54
Apprch %	17.6	23.5	58.8	0		38.5	38.5	23.1	0		35.7	64.3	0	0		40	40	20	0		
Total %	5.6	7.4	18.5	0	31.5	9.3	9.3	5.6	0	24.1	9.3	16.7	0	0	25.9	7.4	7.4	3.7	0	18.5	

Start Time	Town Center Blvd Southbound				East West Pkwy Westbound				Town Center Blvd Northbound				East West Pkwy 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 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	1	1	0	2	2	0	0	2	2	3	0	5	1	1	0	2	11
02:45 PM	0	1	1	2	0	0	0	0	1	1	0	2	0	0	0	0	4
03:00 PM	0	0	3	3	0	1	1	2	1	0	0	1	1	0	1	2	8
03:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	1	2	5	8	2	2	1	5	4	4	0	8	2	1	1	4	25
% App. Total	12.5	25	62.5		40	40	20		50	50	0		50	25	25		
PHF	.250	.500	.417	.667	.250	.500	.250	.625	.500	.333	.000	.400	.500	.250	.250	.500	.568

Peggy Malone & Associates

(888) 247-8602

File Name : 7_Town Center Blvd & E West Pkwy PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Combined

Start Time	Town Center blvd Southbound					East West Pkwy Westbound					Town Center Blvd Northbound					East West Pkwy 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	
02:30 PM	13	71	33	0	117	26	57	35	0	118	31	98	25	0	154	22	62	18	1	103	492
02:45 PM	14	75	26	0	115	27	71	29	1	128	22	77	41	0	140	25	61	18	0	104	487
Total	27	146	59	0	232	53	128	64	1	246	53	175	66	0	294	47	123	36	1	207	979
03:00 PM	28	81	41	0	150	33	51	36	1	121	24	84	47	0	155	24	48	24	0	96	522
03:15 PM	18	71	28	0	117	40	73	23	0	136	20	92	22	0	134	35	62	17	0	114	501
03:30 PM	19	77	33	0	129	25	70	30	0	125	25	72	16	0	113	36	73	20	0	129	496
03:45 PM	21	73	27	0	121	23	47	40	0	110	34	95	29	0	158	31	63	20	1	115	504
Total	86	302	129	0	517	121	241	129	1	492	103	343	114	0	560	126	246	81	1	454	2023
04:00 PM	21	54	34	1	110	41	67	31	0	139	18	92	25	0	135	29	64	18	0	111	495
04:15 PM	17	86	36	0	139	16	71	34	2	123	25	76	28	0	129	41	54	13	0	108	499
04:30 PM	21	50	26	0	97	32	68	41	2	143	27	102	25	0	154	30	44	20	0	94	488
04:45 PM	19	81	35	1	136	32	70	39	1	142	24	82	31	0	137	27	39	20	0	86	501
Total	78	271	131	2	482	121	276	145	5	547	94	352	109	0	555	127	201	71	0	399	1983
05:00 PM	18	69	18	0	105	30	83	44	0	157	31	75	29	0	135	28	61	19	0	108	505
05:15 PM	23	80	28	0	131	27	62	41	0	130	19	76	28	0	123	31	53	13	0	97	481
05:30 PM	18	60	29	0	107	28	66	47	0	141	26	75	37	0	138	29	65	21	0	115	501
05:45 PM	12	91	30	0	133	38	58	31	0	127	12	111	33	0	156	36	46	13	0	95	511
Total	71	300	105	0	476	123	269	163	0	555	88	337	127	0	552	124	225	66	0	415	1998
Grand Total	262	1019	424	2	1707	418	914	501	7	1840	338	1207	416	0	1961	424	795	254	2	1475	6983
Apprch %	15.3	59.7	24.8	0.1		22.7	49.7	27.2	0.4		17.2	61.6	21.2	0		28.7	53.9	17.2	0.1		
Total %	3.8	14.6	6.1	0	24.4	6	13.1	7.2	0.1	26.3	4.8	17.3	6	0	28.1	6.1	11.4	3.6	0	21.1	

Start Time	Town Center blvd Southbound				East West Pkwy Westbound				Town Center Blvd Northbound				East West Pkwy 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 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	28	81	41	150	33	51	36	120	24	84	47	155	24	48	24	96	521
03:15 PM	18	71	28	117	40	73	23	136	20	92	22	134	35	62	17	114	501
03:30 PM	19	77	33	129	25	70	30	125	25	72	16	113	36	73	20	129	496
03:45 PM	21	73	27	121	23	47	40	110	34	95	29	158	31	63	20	114	503
Total Volume	86	302	129	517	121	241	129	491	103	343	114	560	126	246	81	453	2021
% App. Total	16.6	58.4	25		24.6	49.1	26.3		18.4	61.2	20.4		27.8	54.3	17.9		
PHF	.768	.932	.787	.862	.756	.825	.806	.903	.757	.903	.606	.886	.875	.842	.844	.878	.970

Peggy Malone & Associates

(888) 247-8602

File Name : 8_Town Center Blvd & Village Square Pkwy AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	Town Center Blvd Southbound					Parking Lot Westbound					Town Center Blvd Northbound					Village Square Pkwy 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	
06:30 AM	0	7	9	0	16	17	0	3	1	21	12	46	0	0	58	0	0	0	0	0	95
06:45 AM	0	13	32	1	46	42	0	18	0	60	37	83	0	0	120	0	0	1	1	2	228
Total	0	20	41	1	62	59	0	21	1	81	49	129	0	0	178	0	0	1	1	2	323
07:00 AM	2	44	59	0	105	85	1	42	0	128	22	112	0	0	134	0	0	9	0	9	376
07:15 AM	0	38	17	2	57	59	0	38	0	97	12	52	0	0	64	0	0	3	2	5	223
07:30 AM	0	20	28	0	48	13	0	16	0	29	16	60	0	0	76	0	0	0	3	3	156
07:45 AM	0	38	34	1	73	18	1	28	0	47	15	57	0	0	72	0	0	0	3	3	195
Total	2	140	138	3	283	175	2	124	0	301	65	281	0	0	346	0	0	12	8	20	950
08:00 AM	1	46	39	0	86	20	0	21	0	41	22	59	0	0	81	0	0	0	6	6	214
08:15 AM	0	31	32	0	63	37	0	27	0	64	21	77	0	1	99	0	0	0	1	1	227
08:30 AM	0	37	24	0	61	15	0	8	0	23	15	40	0	0	55	0	0	0	3	3	142
08:45 AM	0	34	22	0	56	16	0	5	0	21	16	61	0	0	77	0	0	0	2	2	156
Total	1	148	117	0	266	88	0	61	0	149	74	237	0	1	312	0	0	0	12	12	739
Grand Total	3	308	296	4	611	322	2	206	1	531	188	647	0	1	836	0	0	13	21	34	2012
Apprch %	0.5	50.4	48.4	0.7		60.6	0.4	38.8	0.2		22.5	77.4	0	0.1		0	0	38.2	61.8		
Total %	0.1	15.3	14.7	0.2	30.4	16	0.1	10.2	0	26.4	9.3	32.2	0	0	41.6	0	0	0.6	1	1.7	

Start Time	Town Center Blvd Southbound					Parking Lot Westbound					Town Center Blvd Northbound					Village Square Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	0	13	32		45	42	0	18		60	37	83	0		120	0	0	1		1	226
07:00 AM	2	44	59		105	85	1	42		128	22	112	0		134	0	0	9		9	376
07:15 AM	0	38	17		55	59	0	38		97	12	52	0		64	0	0	3		3	219
07:30 AM	0	20	28		48	13	0	16		29	16	60	0		76	0	0	0		0	153
Total Volume	2	115	136		253	199	1	114		314	87	307	0		394	0	0	13		13	974
% App. Total	0.8	45.5	53.8			63.4	0.3	36.3			22.1	77.9	0			0	0	100			
PHF	.250	.653	.576		.602	.585	.250	.679		.613	.588	.685	.000		.735	.000	.000	.361		.361	.648

Peggy Malone & Associates

(888) 247-8602

File Name : 8_Town Center Blvd & Village Square Pkwy AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Trucks

Start Time	Town Center Blvd Southbound					Parking Lot Westbound					Town Center blvd Northbound					Village Square Pkwy 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	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
Total	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0
Total	0	2	1	0	3	2	0	1	0	3	1	1	0	0	2	0	0	0	0	0	0
08:00 AM	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:30 AM	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total	0	3	1	0	4	1	0	1	0	2	3	3	0	0	6	0	0	0	0	0	0
Grand Total	0	5	4	0	9	3	0	2	0	5	6	4	0	0	10	0	0	0	0	0	24
Apprch %	0	55.6	44.4	0		60	0	40	0		60	40	0	0		0	0	0	0		
Total %	0	20.8	16.7	0	37.5	12.5	0	8.3	0	20.8	25	16.7	0	0	41.7	0	0	0	0	0	

Start Time	Town Center Blvd Southbound					Parking Lot Westbound					Town Center blvd Northbound					Village Square Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:45 AM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
08:00 AM	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	3	1	0	4	2	0	1	0	3	3	3	0	0	6	0	0	0	0	0	13
% App. Total	0	75	25	0		66.7	0	33.3	0		50	50	0	0		0	0	0	0		
PHF	.000	.375	.250	.000	.500	.500	.000	.250	.000	.375	.250	.750	.000	.000	.375	.000	.000	.000	.000	.000	.650

Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

Peggy Malone & Associates

(888) 247-8602

File Name : 8_Town Center Blvd & Village Square Pkwy AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Combined

Start Time	Town Center Blvd Southbound					Parking Lot Westbound					Town Center Blvd Northbound					Village Square Pkwy 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	
06:30 AM	0	7	9	0	16	17	0	3	1	21	12	46	0	0	58	0	0	0	0	0	95
06:45 AM	0	13	34	1	48	42	0	18	0	60	39	83	0	0	122	0	0	1	1	2	232
Total	0	20	43	1	64	59	0	21	1	81	51	129	0	0	180	0	0	1	1	2	327
07:00 AM	2	44	60	0	106	85	1	42	0	128	22	112	0	0	134	0	0	9	0	9	377
07:15 AM	0	38	17	2	57	59	0	39	0	98	13	52	0	0	65	0	0	3	2	5	225
07:30 AM	0	20	28	0	48	14	0	16	0	30	16	60	0	0	76	0	0	0	3	3	157
07:45 AM	0	40	34	1	75	19	1	28	0	48	15	58	0	0	73	0	0	0	3	3	199
Total	2	142	139	3	286	177	2	125	0	304	66	282	0	0	348	0	0	12	8	20	958
08:00 AM	1	47	39	0	87	20	0	21	0	41	25	60	0	0	85	0	0	0	6	6	219
08:15 AM	0	31	32	0	63	37	0	27	0	64	21	78	0	1	100	0	0	0	1	1	228
08:30 AM	0	37	25	0	62	16	0	9	0	25	15	40	0	0	55	0	0	0	3	3	145
08:45 AM	0	36	22	0	58	16	0	5	0	21	16	62	0	0	78	0	0	0	2	2	159
Total	1	151	118	0	270	89	0	62	0	151	77	240	0	1	318	0	0	0	12	12	751
Grand Total	3	313	300	4	620	325	2	208	1	536	194	651	0	1	846	0	0	13	21	34	2036
Apprch %	0.5	50.5	48.4	0.6		60.6	0.4	38.8	0.2		22.9	77	0	0.1		0	0	38.2	61.8		
Total %	0.1	15.4	14.7	0.2	30.5	16	0.1	10.2	0	26.3	9.5	32	0	0	41.6	0	0	0.6	1	1.7	

Start Time	Town Center Blvd Southbound					Parking Lot Westbound					Town Center Blvd Northbound					Village Square Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	0	13	34		47	42	0	18		60	39	83	0		122	0	0	1		1	230
07:00 AM	2	44	60		106	85	1	42		128	22	112	0		134	0	0	9		9	377
07:15 AM	0	38	17		55	59	0	39		98	13	52	0		65	0	0	3		3	221
07:30 AM	0	20	28		48	14	0	16		30	16	60	0		76	0	0	0		0	154
Total Volume	2	115	139		256	200	1	115		316	90	307	0		397	0	0	13		13	982
% App. Total	0.8	44.9	54.3			63.3	0.3	36.4			22.7	77.3	0			0	0	100			
PHF	.250	.653	.579		.604	.588	.250	.685		.617	.577	.685	.000		.741	.000	.000	.361		.361	.651

Peggy Malone & Associates

(888) 247-8602

File Name : 8_Town Center Blvd & Village Square Pkwy MID

Site Code :

Start Date : 12/8/2020

Page No : 1

Groups Printed- Cars

Start Time	Town Center Blvd Southbound					Parking Lot Westbound					Town Center blvd Northbound					Village Square Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	0	43	16	1	60	37	0	8	1	46	10	57	0	0	67	0	0	0	0	0	173
11:45 AM	0	37	22	0	59	34	1	14	0	49	9	56	0	0	65	0	0	2	0	2	175
Total	0	80	38	1	119	71	1	22	1	95	19	113	0	0	132	0	0	2	0	2	348
12:00 PM	0	39	18	1	58	34	0	9	1	44	13	60	0	0	73	0	0	0	1	1	176
12:15 PM	0	45	29	0	74	49	0	16	1	66	7	66	0	0	73	0	0	0	1	1	214
12:30 PM	0	46	33	0	79	31	1	17	0	49	19	56	0	0	75	0	0	0	1	1	204
12:45 PM	2	47	38	0	87	60	0	11	0	71	11	48	0	0	59	0	0	0	1	1	218
Total	2	177	118	1	298	174	1	53	2	230	50	230	0	0	280	0	0	0	4	4	812
01:00 PM	0	55	27	0	82	41	0	6	0	47	11	48	0	0	59	0	0	0	1	1	189
01:15 PM	0	36	32	0	68	27	1	13	0	41	12	49	0	0	61	0	0	0	0	0	170
Grand Total	2	348	215	2	567	313	3	94	3	413	92	440	0	0	532	0	0	2	5	7	1519
Apprch %	0.4	61.4	37.9	0.4		75.8	0.7	22.8	0.7		17.3	82.7	0	0		0	0	28.6	71.4		
Total %	0.1	22.9	14.2	0.1	37.3	20.6	0.2	6.2	0.2	27.2	6.1	29	0	0	35	0	0	0.1	0.3	0.5	

Start Time	Town Center Blvd Southbound				Parking Lot Westbound				Town Center blvd Northbound				Village Square Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	45	29	74	49	0	16	65	7	66	0	73	0	0	0	0	212
12:30 PM	0	46	33	79	31	1	17	49	19	56	0	75	0	0	0	0	203
12:45 PM	2	47	38	87	60	0	11	71	11	48	0	59	0	0	0	0	217
01:00 PM	0	55	27	82	41	0	6	47	11	48	0	59	0	0	0	0	188
Total Volume	2	193	127	322	181	1	50	232	48	218	0	266	0	0	0	0	820
% App. Total	0.6	59.9	39.4		78	0.4	21.6		18	82	0		0	0	0		
PHF	.250	.877	.836	.925	.754	.250	.735	.817	.632	.826	.000	.887	.000	.000	.000	.000	.945

Peggy Malone & Associates

(888) 247-8602

File Name : 8_Town Center Blvd & Village Square Pkwy MID
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Trucks

Start Time	Town Center Blvd Southbound					Parking Lot Westbound					Town Center blvd Northbound					Village Square Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	3
11:45 AM	0	2	3	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7
Total	0	2	3	0	5	2	0	1	0	3	0	1	0	0	1	0	1	0	0	1	10
12:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	5	0	0	5	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	8
12:45 PM	0	1	0	0	1	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	5
Total	0	6	0	0	6	2	0	1	0	3	1	6	0	0	7	0	0	0	0	0	16
01:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Grand Total	1	10	4	0	15	5	0	2	0	7	1	8	0	0	9	0	1	0	0	1	32
Apprch %	6.7	66.7	26.7	0		71.4	0	28.6	0		11.1	88.9	0	0		0	100	0	0		
Total %	3.1	31.2	12.5	0	46.9	15.6	0	6.2	0	21.9	3.1	25	0	0	28.1	0	3.1	0	0	3.1	

Start Time	Town Center Blvd Southbound				Parking Lot Westbound				Town Center blvd Northbound				Village Square Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	5	0	5	0	0	1	1	0	2	0	2	0	0	0	0	8
12:45 PM	0	1	0	1	1	0	0	1	1	2	0	3	0	0	0	0	5
01:00 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	1	1	0	2	1	0	0	1	0	1	0	1	0	0	0	0	4
Total Volume	1	8	1	10	2	0	1	3	1	5	0	6	0	0	0	0	19
% App. Total	10	80	10		66.7	0	33.3		16.7	83.3	0		0	0	0		
PHF	.250	.400	.250	.500	.500	.000	.250	.750	.250	.625	.000	.500	.000	.000	.000	.000	.594

Peggy Malone & Associates

(888) 247-8602

File Name : 8_Town Center Blvd & Village Square Pkwy MID
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Combined

Start Time	Town Center Blvd Southbound					Parking Lot Westbound					Town Center blvd Northbound					Village Square Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	0	43	16	1	60	38	0	9	1	48	10	57	0	0	67	0	1	0	0	1	176
11:45 AM	0	39	25	0	64	35	1	14	0	50	9	57	0	0	66	0	0	2	0	2	182
Total	0	82	41	1	124	73	1	23	1	98	19	114	0	0	133	0	1	2	0	3	358
12:00 PM	0	39	18	1	58	35	0	9	1	45	13	61	0	0	74	0	0	0	1	1	178
12:15 PM	0	45	29	0	74	49	0	16	1	66	7	67	0	0	74	0	0	0	1	1	215
12:30 PM	0	51	33	0	84	31	1	18	0	50	19	58	0	0	77	0	0	0	1	1	212
12:45 PM	2	48	38	0	88	61	0	11	0	72	12	50	0	0	62	0	0	0	1	1	223
Total	2	183	118	1	304	176	1	54	2	233	51	236	0	0	287	0	0	0	4	4	828
01:00 PM	0	56	28	0	84	41	0	6	0	47	11	48	0	0	59	0	0	0	1	1	191
01:15 PM	1	37	32	0	70	28	1	13	0	42	12	50	0	0	62	0	0	0	0	0	174
Grand Total	3	358	219	2	582	318	3	96	3	420	93	448	0	0	541	0	1	2	5	8	1551
Apprch %	0.5	61.5	37.6	0.3		75.7	0.7	22.9	0.7		17.2	82.8	0	0		0	12.5	25	62.5		
Total %	0.2	23.1	14.1	0.1	37.5	20.5	0.2	6.2	0.2	27.1	6	28.9	0	0	34.9	0	0.1	0.1	0.3	0.5	

Start Time	Town Center Blvd Southbound				Parking Lot Westbound				Town Center blvd Northbound				Village Square Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	45	29	74	49	0	16	65	7	67	0	74	0	0	0	0	213
12:30 PM	0	51	33	84	31	1	18	50	19	58	0	77	0	0	0	0	211
12:45 PM	2	48	38	88	61	0	11	72	12	50	0	62	0	0	0	0	222
01:00 PM	0	56	28	84	41	0	6	47	11	48	0	59	0	0	0	0	190
Total Volume	2	200	128	330	182	1	51	234	49	223	0	272	0	0	0	0	836
% App. Total	0.6	60.6	38.8		77.8	0.4	21.8		18	82	0		0	0	0		
PHF	.250	.893	.842	.938	.746	.250	.708	.813	.645	.832	.000	.883	.000	.000	.000	.000	.941

Peggy Malone & Associates

(888) 247-8602

File Name : 8_Town Center Blvd & Village Square Pkwy PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	Town Center Blvd Southbound					Parking Lot Westbound					Town Center blvd Northbound					Village Square Pkwy 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	
02:30 PM	0	79	25	2	106	41	2	28	8	79	10	80	0	0	90	1	0	1	3	5	280
02:45 PM	1	83	27	4	115	27	1	29	1	58	18	79	0	0	97	0	1	0	14	15	285
Total	1	162	52	6	221	68	3	57	9	137	28	159	0	0	187	1	1	1	17	20	565
03:00 PM	1	80	31	4	116	51	0	17	2	70	14	65	0	1	80	0	1	2	6	9	275
03:15 PM	0	70	32	0	102	31	0	22	0	53	19	82	0	0	101	0	0	0	20	20	276
03:30 PM	0	82	52	0	134	31	1	17	2	51	14	61	0	0	75	0	1	0	2	3	263
03:45 PM	0	68	48	1	117	40	0	22	0	62	14	85	0	0	99	0	0	0	3	3	281
Total	1	300	163	5	469	153	1	78	4	236	61	293	0	1	355	0	2	2	31	35	1095
04:00 PM	0	72	30	0	102	28	1	21	2	52	15	75	0	0	90	0	1	2	1	4	248
04:15 PM	0	85	47	0	132	29	0	18	1	48	12	71	0	0	83	0	0	2	2	4	267
04:30 PM	0	67	30	1	98	48	0	20	0	68	14	68	0	0	82	0	0	0	1	1	249
04:45 PM	1	90	28	0	119	30	0	23	1	54	5	68	0	0	73	0	0	2	3	5	251
Total	1	314	135	1	451	135	1	82	4	222	46	282	0	0	328	0	1	6	7	14	1015
05:00 PM	0	80	29	0	109	31	0	29	0	60	14	71	0	2	87	0	1	0	1	2	258
05:15 PM	0	89	30	0	119	34	0	17	0	51	16	62	0	0	78	0	0	0	1	1	249
05:30 PM	0	72	27	0	99	41	0	22	1	64	7	71	0	0	78	0	0	0	0	0	241
05:45 PM	0	97	30	0	127	49	0	27	0	76	7	52	0	0	59	0	0	1	0	1	263
Total	0	338	116	0	454	155	0	95	1	251	44	256	0	2	302	0	1	1	2	4	1011
Grand Total	3	1114	466	12	1595	511	5	312	18	846	179	990	0	3	1172	1	5	10	57	73	3686
Apprch %	0.2	69.8	29.2	0.8		60.4	0.6	36.9	2.1		15.3	84.5	0	0.3		1.4	6.8	13.7	78.1		
Total %	0.1	30.2	12.6	0.3	43.3	13.9	0.1	8.5	0.5	23	4.9	26.9	0	0.1	31.8	0	0.1	0.3	1.5	2	

Start Time	Town Center Blvd Southbound				Parking Lot Westbound				Town Center blvd Northbound				Village Square Pkwy 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 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	1	80	31	112	51	0	17	68	14	65	0	79	0	1	2	3	262
03:15 PM	0	70	32	102	31	0	22	53	19	82	0	101	0	0	0	0	256
03:30 PM	0	82	52	134	31	1	17	49	14	61	0	75	0	1	0	1	259
03:45 PM	0	68	48	116	40	0	22	62	14	85	0	99	0	0	0	0	277
Total Volume	1	300	163	464	153	1	78	232	61	293	0	354	0	2	2	4	1054
% App. Total	0.2	64.7	35.1		65.9	0.4	33.6		17.2	82.8	0		0	50	50		
PHF	.250	.915	.784	.866	.750	.250	.886	.853	.803	.862	.000	.876	.000	.500	.250	.333	.951

Peggy Malone & Associates

(888) 247-8602

File Name : 8_Town Center Blvd & Village Square Pkwy PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Trucks

Start Time	Town Center Blvd Southbound					Parking Lot Westbound					Town Center Blvd Northbound					Village Square Pkwy 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	
02:30 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
02:45 PM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	2	1	0	3	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	10
03:00 PM	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:30 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
03:45 PM	0	1	0	0	1	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	5
Total	0	4	0	0	4	1	0	2	0	3	3	2	0	0	5	0	0	0	0	0	12
04:00 PM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	0	1	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	4
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	2	0	4	2	0	1	0	3	0	3	0	0	3	0	0	0	0	0	10
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	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	3	0	0	3	0	0	0	0	0	5
Grand Total	0	10	3	0	13	3	0	3	0	6	4	14	0	0	18	0	0	0	0	0	37
Apprch %	0	76.9	23.1	0		50	0	50	0		22.2	77.8	0	0		0	0	0	0		
Total %	0	27	8.1	0	35.1	8.1	0	8.1	0	16.2	10.8	37.8	0	0	48.6	0	0	0	0	0	

Start Time	Town Center Blvd Southbound					Parking Lot Westbound					Town Center Blvd Northbound					Village Square Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
02:45 PM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
03:00 PM	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	4	1	0	5	0	0	1	0	1	2	7	0	0	9	0	0	0	0	0	15
% App. Total	0	80	20	0		0	0	100	0		22.2	77.8	0	0		0	0	0	0		
PHF	.000	.500	.250	.625	.000	.000	.250	.250			.500	.583	.000	.563		.000	.000	.000	.000		.750

Peggy Malone & Associates

(888) 247-8602

File Name : 8_Town Center Blvd & Village Square Pkwy PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Combined

Start Time	Town Center Blvd Southbound					Parking Lot Westbound					Town Center Blvd Northbound					Village Square Pkwy 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	
02:30 PM	0	80	25	2	107	41	2	28	8	79	11	83	0	0	94	1	0	1	3	5	285
02:45 PM	1	84	28	4	117	27	1	29	1	58	18	82	0	0	100	0	1	0	14	15	290
Total	1	164	53	6	224	68	3	57	9	137	29	165	0	0	194	1	1	1	17	20	575
03:00 PM	1	82	31	4	118	51	0	18	2	71	15	65	0	1	81	0	1	2	6	9	279
03:15 PM	0	70	32	0	102	31	0	22	0	53	19	83	0	0	102	0	0	0	20	20	277
03:30 PM	0	83	52	0	135	32	1	17	2	52	14	61	0	0	75	0	1	0	2	3	265
03:45 PM	0	69	48	1	118	40	0	23	0	63	16	86	0	0	102	0	0	0	3	3	286
Total	1	304	163	5	473	154	1	80	4	239	64	295	0	1	360	0	2	2	31	35	1107
04:00 PM	0	74	30	0	104	28	1	22	2	53	15	77	0	0	92	0	1	2	1	4	253
04:15 PM	0	85	47	0	132	29	0	18	1	48	12	71	0	0	83	0	0	2	2	4	267
04:30 PM	0	67	31	1	99	50	0	20	0	70	14	69	0	0	83	0	0	0	1	1	253
04:45 PM	1	90	29	0	120	30	0	23	1	54	5	68	0	0	73	0	0	2	3	5	252
Total	1	316	137	1	455	137	1	83	4	225	46	285	0	0	331	0	1	6	7	14	1025
05:00 PM	0	81	29	0	110	31	0	29	0	60	14	73	0	2	89	0	1	0	1	2	261
05:15 PM	0	90	30	0	120	34	0	17	0	51	16	62	0	0	78	0	0	0	1	1	250
05:30 PM	0	72	27	0	99	41	0	22	1	64	7	71	0	0	78	0	0	0	0	0	241
05:45 PM	0	97	30	0	127	49	0	27	0	76	7	53	0	0	60	0	0	1	0	1	264
Total	0	340	116	0	456	155	0	95	1	251	44	259	0	2	305	0	1	1	2	4	1016
Grand Total	3	1124	469	12	1608	514	5	315	18	852	183	1004	0	3	1190	1	5	10	57	73	3723
Apprch %	0.2	69.9	29.2	0.7		60.3	0.6	37	2.1		15.4	84.4	0	0.3		1.4	6.8	13.7	78.1		
Total %	0.1	30.2	12.6	0.3	43.2	13.8	0.1	8.5	0.5	22.9	4.9	27	0	0.1	32	0	0.1	0.3	1.5	2	

Start Time	Town Center Blvd Southbound				Parking Lot Westbound				Town Center Blvd Northbound				Village Square Pkwy 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 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	0	80	25	105	41	2	28	71	11	83	0	94	1	0	1	2	272
02:45 PM	1	84	28	113	27	1	29	57	18	82	0	100	0	1	0	1	271
03:00 PM	1	82	31	114	51	0	18	69	15	65	0	80	0	1	2	3	266
03:15 PM	0	70	32	102	31	0	22	53	19	83	0	102	0	0	0	0	257
Total Volume	2	316	116	434	150	3	97	250	63	313	0	376	1	2	3	6	1066
% App. Total	0.5	72.8	26.7		60	1.2	38.8		16.8	83.2	0		16.7	33.3	50		
PHF	.500	.940	.906	.952	.735	.375	.836	.880	.829	.943	.000	.922	.250	.500	.375	.500	.980

Appendix G:

Study Area Historical AADT Volume and Growth
Rates

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2020 HISTORICAL AADT REPORT

COUNTY: 71 - CLAY

SITE: 9127 - TOWN CENTER BLVD. .1 MI. W. OF US 17 (HPMS)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2020	2200	C	N	1100	S	1100	9.00	54.50	1.30
2019	2300	C	N	1100	S	1200	9.00	54.10	1.30
2018	2050	E					9.00	54.20	1.20
2017	2000	S	N	1000	S	1000	9.00	54.50	1.10
2016	2000	F	N	1000	S	1000	9.00	54.30	1.70
2015	1950	C	N	950	S	1000	9.00	54.50	1.40

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

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 71 - CLAY

SITE: 0189 - SR-15/US-17,0.6 MI S OF CR-220,CLAY CO.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	38262 C	N 19077	S 19185	9.00	54.80	6.60
2019	41487 C	N 20735	S 20752	9.00	54.30	5.90
2018	40400 C	N 20139	S 20261	9.00	54.50	5.80
2017	40139 C	N 19984	S 20155	9.00	55.30	5.70
2016	38922 C	N 19389	S 19533	9.00	54.20	5.40
2015	37447 C	N 18634	S 18813	9.00	54.80	5.20
2014	36239 C	N 18043	S 18196	9.00	55.10	5.00
2013	35557 C	N 17705	S 17852	9.00	55.40	5.20
2012	35587 C	N 17730	S 17857	9.00	55.40	5.00
2011	35562 C	N 17670	S 17892	9.00	56.10	5.10
2010	36439 C	N 18120	S 18319	9.42	54.63	5.10
2009	36304 C	N 18028	S 18276	9.32	54.57	5.10
2008	36236 C	N 17989	S 18247	9.51	55.23	6.20
2007	37502 C	N 18620	S 18882	9.26	55.71	6.80
2006	37009 C	N 18387	S 18622	9.12	53.69	7.40
2005	35738 C	N 17843	S 17895	9.30	53.10	7.90

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

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix H:

2020 Volumes Synchro Analysis Results

Lanes, Volumes, Timings
 1: US 17 & Village Square Pkwy/Water Oak Ln

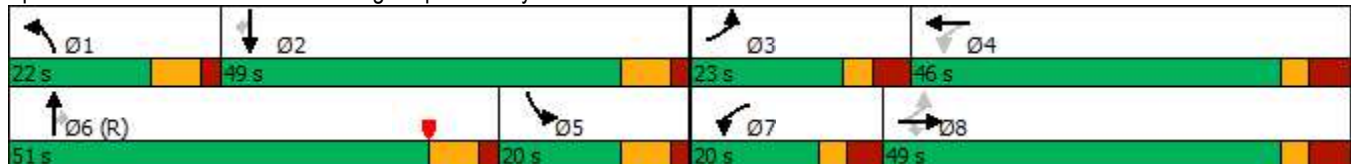
US17 Radar Rd AM Peak
 03/10/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	33	91	6	58	74	173	1415	8	20	918	204
Future Volume (vph)	189	33	91	6	58	74	173	1415	8	20	918	204
Satd. Flow (prot)	1805	1900	1599	1805	1758	0	1787	5085	1553	1805	4988	1615
Flt Permitted	0.317			0.719			0.950			0.950		
Satd. Flow (perm)	602	1900	1599	1366	1758	0	1787	5085	1553	1805	4988	1615
Satd. Flow (RTOR)			197		37				144			323
Lane Group Flow (vph)	250	58	167	12	214	0	270	1518	16	33	1099	323
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4					6			2
Total Split (s)	23.0	49.0	49.0	20.0	46.0		22.0	51.0	51.0	20.0	49.0	49.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	46.2	40.8	40.8	32.2	23.4		35.1	73.8	73.8	13.3	46.7	46.7
Actuated g/C Ratio	0.33	0.29	0.29	0.23	0.17		0.25	0.53	0.53	0.10	0.33	0.33
v/c Ratio	0.69	0.10	0.28	0.04	0.66		0.60	0.57	0.02	0.19	0.66	0.43
Control Delay	46.4	37.1	3.7	29.5	54.1		54.1	25.9	0.0	51.5	35.4	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.4	37.1	3.7	29.5	54.1		54.1	25.9	0.0	51.5	35.4	4.8
LOS	D	D	A	C	D		D	C	A	D	D	A
Approach Delay		30.3			52.8			29.9			29.0	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	177	36	0	7	153		219	376	0	29	321	84
Queue Length 95th (ft)	198	49	0	12	119		231	476	0	44	360	7
Internal Link Dist (ft)		1556			316			3760			2537	
Turn Bay Length (ft)	165			75			385		380	390		370
Base Capacity (vph)	361	614	650	434	553		448	2681	887	206	1663	753
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.09	0.26	0.03	0.39		0.60	0.57	0.02	0.16	0.66	0.43

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 111 (79%), Referenced to phase 6:NBT, Start of Yellow
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 30.9
 Intersection LOS: C
 Intersection Capacity Utilization 63.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: US 17 & Village Square Pkwy/Water Oak Ln



Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵			↕		↵	↑↑↑	↵	↵	↑↑↑	↵
Traffic Vol, veh/h	0	0	2	0	0	6	2	1794	0	21	1122	3
Future Vol, veh/h	0	0	2	0	0	6	2	1794	0	21	1122	3
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	135	-	-	-	-	-	400	-	400	400	-	400
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	50	25	25	50	50	93	25	88	88	38
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	4	0	0	12	4	1987	0	25	1313	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2166	3358	657	2570	3366	994	1321	0	0	1987	0	0
Stage 1	1363	1363	-	1995	1995	-	-	-	-	-	-	-
Stage 2	803	1995	-	575	1371	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.1	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.9	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	51	8	353	29	8	212	278	-	-	130	-	-
Stage 1	113	218	-	40	106	-	-	-	-	-	-	-
Stage 2	315	106	-	433	216	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	40	6	353	24	6	212	278	-	-	130	-	-
Mov Cap-2 Maneuver	40	6	-	24	6	-	-	-	-	-	-	-
Stage 1	111	176	-	39	105	-	-	-	-	-	-	-
Stage 2	292	105	-	346	175	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	15.3		23		0			0.7		
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	278	-	-	-	353	212	130	-	-
HCM Lane V/C Ratio	0.015	-	-	-	0.012	0.058	0.189	-	-
HCM Control Delay (s)	18.1	-	-	0	15.3	23	39	-	-
HCM Lane LOS	C	-	-	A	C	C	E	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0.2	0.7	-	-

Lanes, Volumes, Timings
3: US 17 & East West Pkwy

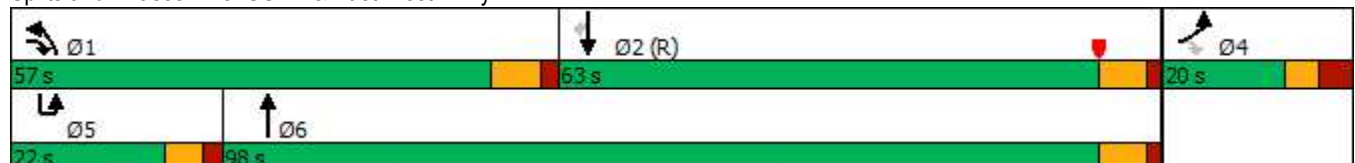


Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↔↔	↗	↖	↑↑↑	↘	↑↑↑	↗
Traffic Volume (vph)	82	144	206	1626	2	1017	88
Future Volume (vph)	82	144	206	1626	2	1017	88
Satd. Flow (prot)	3502	1615	1805	5085	1805	5036	1615
Flt Permitted	0.950		0.950		0.950		
Satd. Flow (perm)	3502	1615	1805	5085	1805	5036	1615
Satd. Flow (RTOR)		27					128
Lane Group Flow (vph)	86	172	231	1709	4	1151	128
Turn Type	Prot	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	4	1	1	6	5	2	
Permitted Phases		4					2
Total Split (s)	20.0	57.0	57.0	98.0	22.0	63.0	63.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	3.3	4.0	4.0
Act Effct Green (s)	12.1	42.6	26.5	117.3	8.6	89.4	89.4
Actuated g/C Ratio	0.09	0.30	0.19	0.84	0.06	0.64	0.64
v/c Ratio	0.28	0.34	0.68	0.40	0.04	0.36	0.12
Control Delay	61.8	31.9	85.6	2.1	62.0	13.0	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	31.9	85.6	2.1	62.0	13.0	2.4
LOS	E	C	F	A	E	B	A
Approach Delay	41.9			12.1		12.1	
Approach LOS	D			B		B	
Queue Length 50th (ft)	38	102	218	53	4	169	0
Queue Length 95th (ft)	65	141	292	101	10	242	12
Internal Link Dist (ft)	2132			1822		829	
Turn Bay Length (ft)		60	375		395		370
Base Capacity (vph)	400	811	683	4261	241	3214	1077
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.21	0.34	0.40	0.02	0.36	0.12

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 79 (56%), Referenced to phase 2:SBT, Start of Yellow
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 14.3
 Intersection LOS: B
 Intersection Capacity Utilization 51.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: US 17 & East West Pkwy



Lanes, Volumes, Timings
4: Town Center Blvd & East West Pkwy

US17 Radar Rd AM Peak
03/10/2021

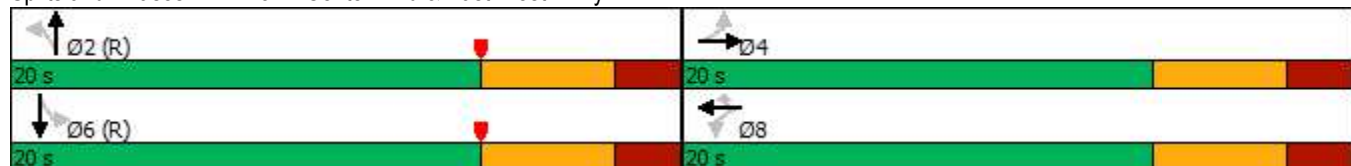


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↕		↖	↗	
Traffic Volume (vph)	10	107	94	63	102	59	67	233	75	44	174	26
Future Volume (vph)	10	107	94	63	102	59	67	233	75	44	174	26
Satd. Flow (prot)	1805	1780	0	1805	1900	1615	1805	3480	0	1805	3527	0
Flt Permitted	0.671			0.579			0.604			0.513		
Satd. Flow (perm)	1275	1780	0	1100	1900	1615	1148	3480	0	975	3527	0
Satd. Flow (RTOR)		100				82		99			37	
Lane Group Flow (vph)	41	296	0	87	135	82	99	407	0	70	238	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Total Split (s)	20.0	20.0		20.0	20.0	20.0	20.0	20.0		20.0	20.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Act Effct Green (s)	9.8	9.8		9.8	9.8	9.8	18.2	18.2		18.2	18.2	
Actuated g/C Ratio	0.24	0.24		0.24	0.24	0.24	0.46	0.46		0.46	0.46	
v/c Ratio	0.13	0.58		0.32	0.29	0.18	0.19	0.25		0.16	0.15	
Control Delay	11.1	12.8		14.4	12.6	4.2	9.3	6.4		9.2	6.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	11.1	12.8		14.4	12.6	4.2	9.3	6.4		9.2	6.7	
LOS	B	B		B	B	A	A	A		A	A	
Approach Delay		12.6			10.9			6.9			7.3	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	7	37		16	24	0	12	19		8	12	
Queue Length 95th (ft)	5	43		29	39	12	29	39		21	32	
Internal Link Dist (ft)		710			2132			2540			854	
Turn Bay Length (ft)	150			130			115			90		
Base Capacity (vph)	446	688		385	665	618	522	1637		443	1624	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.43		0.23	0.20	0.13	0.19	0.25		0.16	0.15	

Intersection Summary

Cycle Length: 40
 Actuated Cycle Length: 40
 Offset: 34 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 9.1
 Intersection LOS: A
 Intersection Capacity Utilization 49.2%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 4: Town Center Blvd & East West Pkwy



Intersection			
Intersection Delay, s/veh	7.7		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	8	503	776
Demand Flow Rate, veh/h	8	503	776
Vehicles Circulating, veh/h	764	4	4
Vehicles Exiting, veh/h	16	768	503
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.8	6.0	8.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	8	503	776
Cap Entry Lane, veh/h	633	1374	1374
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	8	503	776
Cap Entry, veh/h	633	1374	1374
V/C Ratio	0.013	0.366	0.565
Control Delay, s/veh	5.8	6.0	8.8
LOS	A	A	A
95th %tile Queue, veh	0	2	4

Intersection	
Intersection Delay, s/veh	24.4
Intersection LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↗		↖	↑		↖	↗		↖	↗	
Traffic Vol, veh/h	13	0	0	115	1	200	0	307	90	139	115	2
Future Vol, veh/h	13	0	0	115	1	200	0	307	90	139	115	2
Peak Hour Factor	0.36	0.25	0.25	0.69	0.25	0.59	0.25	0.69	0.58	0.58	0.65	0.25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	37	0	0	172	4	349	0	458	160	247	182	8
Number of Lanes	0	1	0	1	1	0	1	2	0	1	2	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	14.7	25.9	26.6	20.3
HCM LOS	B	D	D	C

Lane	NELn1	NELn2	NELn3	NWLn1	NWLn2	SELn1	SWLn1	SWLn2	SWLn3
Vol Left, %	0%	0%	0%	100%	0%	100%	100%	0%	0%
Vol Thru, %	100%	100%	53%	0%	0%	0%	0%	100%	95%
Vol Right, %	0%	0%	47%	0%	100%	0%	0%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	205	192	115	201	13	139	77	40
LT Vol	0	0	0	115	0	13	139	0	0
Through Vol	0	205	102	0	1	0	0	77	38
RT Vol	0	0	90	0	200	0	0	0	2
Lane Flow Rate	0	306	313	172	353	37	247	121	69
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.692	0.678	0.421	0.747	0.11	0.615	0.285	0.161
Departure Headway (Hd)	8.15	8.15	7.812	8.831	7.609	10.661	8.966	8.45	8.414
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	443	460	407	473	338	402	423	424
Service Time	5.938	5.938	5.6	6.616	5.393	8.361	6.758	6.242	6.207
HCM Lane V/C Ratio	0	0.691	0.68	0.423	0.746	0.109	0.614	0.286	0.163
HCM Control Delay	10.9	27.5	25.7	17.9	29.8	14.7	25.2	14.6	12.8
HCM Lane LOS	N	D	D	C	D	B	D	B	B
HCM 95th-tile Q	0	5.2	5	2	6.2	0.4	4	1.2	0.6

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵			↕		↵	↑↑↑	↵	↵	↑↑↑	↵
Traffic Vol, veh/h	2	0	1	0	0	7	0	1663	0	12	2145	1
Future Vol, veh/h	2	0	1	0	0	7	0	1663	0	12	2145	1
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	135	-	-	-	-	-	400	-	400	400	-	400
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	25	25	25	58	25	93	25	50	88	25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	0	4	0	0	12	0	1842	0	25	2511	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	3298	4403	1256	2896	4407	921	2515	0	0	1842	0	0
Stage 1	2561	2561	-	1842	1842	-	-	-	-	-	-	-
Stage 2	737	1842	-	1054	2565	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.1	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.9	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	10	2	142	18	2	237	70	-	-	154	-	-
Stage 1	15	54	-	51	127	-	-	-	-	-	-	-
Stage 2	346	127	-	221	54	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	8	2	142	15	2	237	70	-	-	154	-	-
Mov Cap-2 Maneuver	8	2	-	15	2	-	-	-	-	-	-	-
Stage 1	15	45	-	51	127	-	-	-	-	-	-	-
Stage 2	328	127	-	180	45	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 359	21	0	0.3
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	70	-	-	8	142	237	154	-	-
HCM Lane V/C Ratio	-	-	-	0.515	0.029	0.052	0.161	-	-
HCM Control Delay (s)	0	-	-	\$ 686.8	31.1	21	32.8	-	-
HCM Lane LOS	A	-	-	F	D	C	D	-	-
HCM 95th %tile Q(veh)	0	-	-	1	0.1	0.2	0.6	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
3: US 17 & East West Pkwy

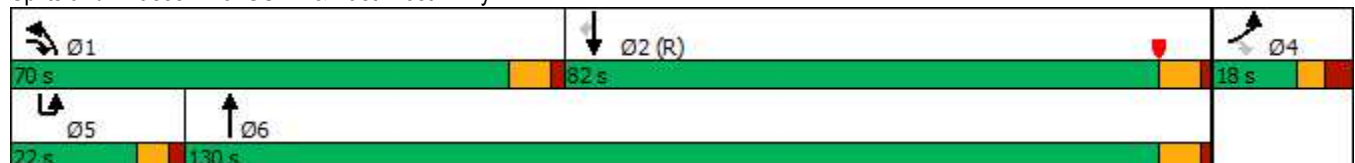


Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↔↔	↔	↔	↑↑↑	↔	↑↑↑	↔
Traffic Volume (vph)	122	453	376	1312	1	1709	253
Future Volume (vph)	122	453	376	1312	1	1709	253
Satd. Flow (prot)	3502	1615	1805	5085	1805	5036	1615
Flt Permitted	0.950		0.950		0.950		
Satd. Flow (perm)	3502	1615	1805	5085	1805	5036	1615
Satd. Flow (RTOR)		3					250
Lane Group Flow (vph)	137	536	421	1422	4	1893	280
Turn Type	Prot	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	4	1	1	6	5	2	
Permitted Phases		4					2
Total Split (s)	18.0	70.0	70.0	130.0	22.0	82.0	82.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	3.3	4.0	4.0
Act Effct Green (s)	13.6	70.8	53.2	145.8	8.7	91.2	91.2
Actuated g/C Ratio	0.08	0.42	0.31	0.86	0.05	0.54	0.54
v/c Ratio	0.49	0.80	0.75	0.33	0.04	0.70	0.29
Control Delay	81.0	51.6	62.0	1.2	77.0	32.6	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.0	51.6	62.0	1.2	77.0	32.6	4.8
LOS	F	D	E	A	E	C	A
Approach Delay	57.6			15.1		29.1	
Approach LOS	E			B		C	
Queue Length 50th (ft)	76	510	329	35	4	570	16
Queue Length 95th (ft)	115	558	429	70	5	721	76
Internal Link Dist (ft)	2132			1822		829	
Turn Bay Length (ft)		60	375		395		370
Base Capacity (vph)	288	795	700	4361	198	2700	981
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.67	0.60	0.33	0.02	0.70	0.29

Intersection Summary

Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 34 (20%), Referenced to phase 2:SBT, Start of Yellow
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 27.7
 Intersection LOS: C
 Intersection Capacity Utilization 70.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: US 17 & East West Pkwy



Intersection			
Intersection Delay, s/veh	6.5		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	12	576	557
Demand Flow Rate, veh/h	12	576	557
Vehicles Circulating, veh/h	553	8	4
Vehicles Exiting, veh/h	8	557	580
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.7	6.6	6.4
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	12	576	557
Cap Entry Lane, veh/h	785	1369	1374
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	12	576	557
Cap Entry, veh/h	785	1369	1374
V/C Ratio	0.015	0.421	0.405
Control Delay, s/veh	4.7	6.6	6.4
LOS	A	A	A
95th %tile Queue, veh	0	2	2

Intersection	
Intersection Delay, s/veh	14
Intersection LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↗		↖	↑		↖	↗		↖	↗	
Traffic Vol, veh/h	3	2	1	97	3	150	0	313	63	116	316	2
Future Vol, veh/h	3	2	1	97	3	150	0	313	63	116	316	2
Peak Hour Factor	0.38	0.50	0.25	0.84	0.38	0.74	0.25	0.94	0.83	0.91	0.94	0.50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	4	4	119	8	209	0	343	78	131	346	4
Number of Lanes	0	1	0	1	1	0	1	2	0	1	2	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	11.7	13.7	14.6	13.8
HCM LOS	B	B	B	B

Lane	NELn1	NELn2	NELn3	NWLn1	NWLn2	SELn1	SWLn1	SWLn2	SWLn3
Vol Left, %	0%	0%	0%	100%	0%	50%	100%	0%	0%
Vol Thru, %	100%	100%	62%	0%	2%	33%	0%	100%	98%
Vol Right, %	0%	0%	38%	0%	98%	17%	0%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	209	167	97	153	6	116	211	107
LT Vol	0	0	0	97	0	3	116	0	0
Through Vol	0	209	104	0	3	2	0	211	105
RT Vol	0	0	63	0	150	1	0	0	2
Lane Flow Rate	0	229	193	119	217	16	131	231	120
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.451	0.365	0.261	0.404	0.039	0.274	0.446	0.232
Departure Headway (Hd)	7.096	7.096	6.827	7.902	6.701	8.552	7.501	6.958	6.979
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	508	527	456	538	418	482	519	518
Service Time	4.834	4.834	4.565	5.641	4.439	6.307	5.201	4.692	4.679
HCM Lane V/C Ratio	0	0.451	0.366	0.261	0.403	0.038	0.272	0.445	0.232
HCM Control Delay	9.8	15.6	13.5	13.4	13.9	11.7	13	15.2	11.8
HCM Lane LOS	N	C	B	B	B	B	B	C	B
HCM 95th-tile Q	0	2.3	1.7	1	1.9	0.1	1.1	2.3	0.9

Appendix I:

2045 Projected Volumes Synchro Analysis Results

Lanes, Volumes, Timings
 1: US 17 & Village Square Pkwy/Water Oak Ln

US17 Radar Rd AM Peak
 05/27/2021

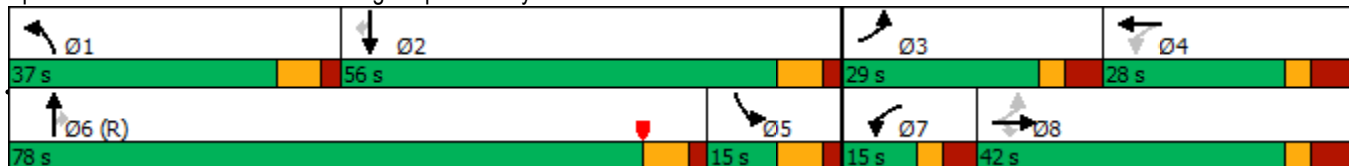


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	311	55	150	10	96	122	284	2322	14	33	1507	335
Future Volume (vph)	311	55	150	10	96	122	284	2322	14	33	1507	335
Satd. Flow (prot)	1805	1900	1599	1805	1758	0	1787	5085	1553	1805	4988	1615
Flt Permitted	0.132			0.697			0.950			0.950		
Satd. Flow (perm)	251	1900	1599	1324	1758	0	1787	5085	1553	1805	4988	1615
Satd. Flow (RTOR)			268		29				186			375
Lane Group Flow (vph)	399	93	268	20	343	0	430	2419	28	52	1752	515
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4					6			2
Total Split (s)	29.0	42.0	42.0	15.0	28.0		37.0	78.0	78.0	15.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	53.0	44.6	44.6	33.3	24.0		33.0	77.0	77.0	10.6	52.0	52.0
Actuated g/C Ratio	0.35	0.30	0.30	0.22	0.16		0.22	0.51	0.51	0.07	0.35	0.35
v/c Ratio	1.15	0.16	0.40	0.06	1.12		1.09	0.93	0.03	0.41	1.01	0.64
Control Delay	136.6	42.2	6.6	33.6	139.9		126.2	41.9	0.1	76.4	73.1	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	136.6	42.2	6.6	33.6	139.9		126.2	41.9	0.1	76.4	73.1	14.4
LOS	F	D	A	C	F		F	D	A	E	E	B
Approach Delay		79.2			134.0			54.1			60.1	
Approach LOS		E			F			D			E	
Queue Length 50th (ft)	~409	71	0	13	~361		~474	821	0	50	~645	108
Queue Length 95th (ft)	#487	78	0	18	243		#391	#918	0	66	#692	53
Internal Link Dist (ft)		1556			316			3760			2537	
Turn Bay Length (ft)	165			75			385		380	390		370
Base Capacity (vph)	347	565	663	344	305		393	2610	887	132	1729	804
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.15	0.16	0.40	0.06	1.12		1.09	0.93	0.03	0.39	1.01	0.64

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 6:NBT, Start of Yellow
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.15
 Intersection Signal Delay: 63.9
 Intersection LOS: E
 Intersection Capacity Utilization 91.3%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: US 17 & Village Square Pkwy/Water Oak Ln



Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↕		↖	↑↑↑	↗	↖	↑↑↑	↗
Traffic Vol, veh/h	0	0	4	0	0	10	4	2944	0	35	1841	5
Future Vol, veh/h	0	0	4	0	0	10	4	2944	0	35	1841	5
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	135	-	-	-	-	-	400	-	400	400	-	400
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	50	25	25	50	50	93	25	88	88	38
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	8	0	0	20	8	3166	0	40	2092	13

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	3454	5354	1046	4099	5367	1583	2105	0	0	3166	0	0
Stage 1	2172	2172	-	3182	3182	-	-	-	-	-	-	-
Stage 2	1282	3182	-	917	2185	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.1	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.9	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	8	0	196	3	0	85	113	-	-	~ 32	-	-
Stage 1	30	86	-	5	25	-	-	-	-	-	-	-
Stage 2	159	25	-	268	85	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	196	-	0	85	113	-	-	~ 32	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	28	0	-	5	23	-	-	-	-	-	-	-
Stage 2	113	23	-	-	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.1		0.1	8
HCM LOS	C	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	113	-	-	-	-	196	-	~ 32	-
HCM Lane V/C Ratio	0.071	-	-	-	0.041	-	1.243	-	-
HCM Control Delay (s)	39.3	-	-	0	24.1	-	\$ 428.9	-	-
HCM Lane LOS	E	-	-	A	C	-	F	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	-	4.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection			
Intersection Delay, s/veh	18.7		
Intersection LOS	C		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	16	804	1239
Demand Flow Rate, veh/h	16	804	1239
Vehicles Circulating, veh/h	1218	8	8
Vehicles Exiting, veh/h	29	1226	804
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.6	9.2	24.9
Approach LOS	A	A	C
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	16	804	1239
Cap Entry Lane, veh/h	398	1369	1369
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	16	804	1239
Cap Entry, veh/h	398	1369	1369
V/C Ratio	0.040	0.587	0.905
Control Delay, s/veh	9.6	9.2	24.9
LOS	A	A	C
95th %tile Queue, veh	0	4	15

Intersection	
Intersection Delay, s/veh	158.4
Intersection LOS	F

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↗		↖	↑		↖	↗		↖	↗	
Traffic Vol, veh/h	22	0	0	189	2	329	0	504	148	229	189	4
Future Vol, veh/h	22	0	0	189	2	329	0	504	148	229	189	4
Peak Hour Factor	0.36	0.25	0.25	0.69	0.25	0.59	0.25	0.69	0.58	0.58	0.65	0.25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	61	0	0	274	8	558	0	730	255	395	291	16
Number of Lanes	0	1	0	1	1	0	1	2	0	1	2	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	21.4	186.7	198.8	79.7
HCM LOS	C	F	F	F

Lane	NELn1	NELn2	NELn3	NWLn1	NWLn2	SELn1	SWLn1	SWLn2	SWLn3
Vol Left, %	0%	0%	0%	100%	0%	100%	100%	0%	0%
Vol Thru, %	100%	100%	53%	0%	1%	0%	0%	100%	94%
Vol Right, %	0%	0%	47%	0%	99%	0%	0%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	336	316	189	331	22	229	126	67
LT Vol	0	0	0	189	0	22	229	0	0
Through Vol	0	336	168	0	2	0	0	126	63
RT Vol	0	0	148	0	329	0	0	0	4
Lane Flow Rate	0	487	499	274	566	61	395	194	113
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	1.341	1.328	0.803	1.471	0.218	1.127	0.526	0.305
Departure Headway (Hd)	10.936	10.936	10.591	11.601	10.368	14.635	11.445	10.925	10.882
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	336	349	315	356	247	320	331	332
Service Time	8.636	8.636	8.291	9.301	8.068	12.335	9.145	8.625	8.582
HCM Lane V/C Ratio	0	1.449	1.43	0.87	1.59	0.247	1.234	0.586	0.34
HCM Control Delay	13.6	202.1	195.6	48.4	253.6	21.4	124.1	25.1	18.3
HCM Lane LOS	N	F	F	E	F	C	F	D	C
HCM 95th-tile Q	0	21.7	21.7	6.6	27.4	0.8	14.3	2.9	1.3

Lanes, Volumes, Timings
 1: US 17 & Village Square Pkwy/Water Oak Ln

US17 Radar Rd PM Peak
 05/20/2021

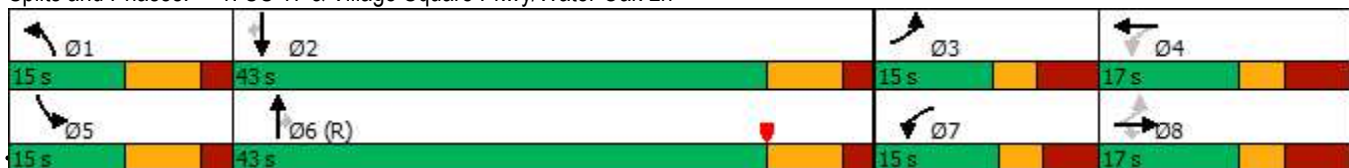


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑↑↑	↗	↖	↑↑↑	↗
Traffic Volume (vph)	194	37	112	9	38	161	114	1808	28	137	1774	220
Future Volume (vph)	194	37	112	9	38	161	114	1808	28	137	1774	220
Satd. Flow (prot)	1805	1900	1599	1805	1680	0	1787	5085	1553	1805	4988	1615
Flt Permitted	0.225			0.726			0.950			0.950		
Satd. Flow (perm)	428	1900	1599	1379	1680	0	1787	5085	1553	1805	4988	1615
Satd. Flow (RTOR)			224		158				229			263
Lane Group Flow (vph)	278	48	142	30	236	0	129	2141	34	191	2076	263
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4					6			2
Total Split (s)	15.0	17.0	17.0	15.0	17.0		15.0	43.0	43.0	15.0	43.0	43.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	25.1	18.5	18.5	21.2	11.8		11.3	39.0	39.0	12.1	39.8	39.8
Actuated g/C Ratio	0.28	0.21	0.21	0.24	0.13		0.13	0.43	0.43	0.13	0.44	0.44
v/c Ratio	0.97	0.12	0.28	0.08	0.66		0.58	0.97	0.04	0.79	0.94	0.31
Control Delay	75.8	33.2	2.1	22.7	22.8		48.2	39.2	0.1	62.7	34.5	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.8	33.2	2.1	22.7	22.8		48.2	39.2	0.1	62.7	34.5	3.1
LOS	E	C	A	C	C		D	D	A	E	C	A
Approach Delay		49.0			22.8			39.1			33.3	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	128	24	0	12	40		70	423	0	108	407	0
Queue Length 95th (ft)	#180	49	0	11	68		#131	#516	0	#165	#509	37
Internal Link Dist (ft)		1556			316			3760			2537	
Turn Bay Length (ft)	165			75			385		380	390		370
Base Capacity (vph)	287	390	506	401	377		226	2205	803	242	2208	861
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.12	0.28	0.07	0.63		0.57	0.97	0.04	0.79	0.94	0.31

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 6:NBT, Start of Yellow
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 36.6
 Intersection LOS: D
 Intersection Capacity Utilization 80.5%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: US 17 & Village Square Pkwy/Water Oak Ln



Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↕		↖	↑↑↑	↗	↖	↑↑↑	↗
Traffic Vol, veh/h	4	0	2	0	0	12	0	2729	0	20	3520	2
Future Vol, veh/h	4	0	2	0	0	12	0	2729	0	20	3520	2
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	135	-	-	-	-	-	400	-	400	400	-	400
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	25	25	25	58	25	93	25	50	88	25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	0	8	0	0	21	0	3022	0	41	4120	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	5411	7224	2060	4752	7232	1511	4128	0	0	3022	0	0
Stage 1	4202	4202	-	3022	3022	-	-	-	-	-	-	-
Stage 2	1209	3022	-	1730	4210	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.1	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.9	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	0	0	40	1	0	95	10	-	-	~ 38	-	-
Stage 1	~ 1	7	-	7	31	-	-	-	-	-	-	-
Stage 2	177	31	-	82	7	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	40	-	0	95	10	-	-	~ 38	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	~ 1	0	-	7	31	-	-	-	-	-	-	-
Stage 2	137	31	-	-	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	3.3
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	-	40	-	~ 38	-	-
HCM Lane V/C Ratio	-	-	-	-	0.206	-	1.084	-	-
HCM Control Delay (s)	0	-	-	-	117	-	334.5	-	-
HCM Lane LOS	A	-	-	-	F	-	F	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.7	-	4.1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
4: Town Center Blvd & East West Pkwy

US17 Radar Rd PM Peak
05/20/2021

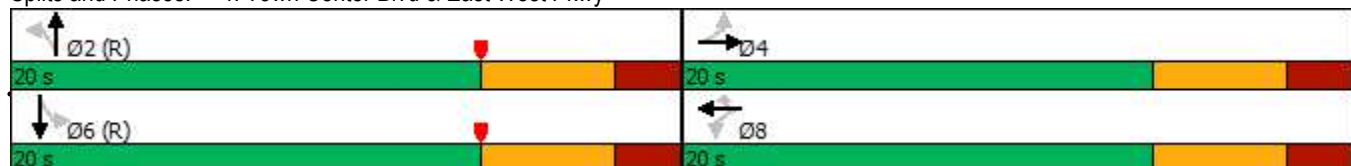


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↕		↖	↗	
Traffic Volume (vph)	133	404	207	212	396	199	188	563	169	212	496	142
Future Volume (vph)	133	404	207	212	396	199	188	563	169	212	496	142
Satd. Flow (prot)	1805	1807	0	1805	1900	1615	1805	3469	0	1805	3469	0
Flt Permitted	0.354			0.286			0.340			0.286		
Satd. Flow (perm)	673	1807	0	543	1900	1615	646	3469	0	543	3469	0
Satd. Flow (RTOR)		68				95		138			132	
Lane Group Flow (vph)	163	737	0	270	491	270	317	873	0	276	739	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2			6		
Total Split (s)	20.0	20.0		20.0	20.0	20.0	20.0	20.0		20.0	20.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Act Effct Green (s)	14.0	14.0		14.0	14.0	14.0	14.0	14.0		14.0	14.0	
Actuated g/C Ratio	0.35	0.35		0.35	0.35	0.35	0.35	0.35		0.35	0.35	
v/c Ratio	0.69	1.09		1.42	0.74	0.43	1.40	0.67		1.45	0.57	
Control Delay	32.5	79.8		239.1	20.8	9.0	227.0	12.2		252.2	10.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.5	79.8		239.1	20.8	9.0	227.0	12.2		252.2	10.6	
LOS	C	E		F	C	A	F	B		F	B	
Approach Delay		71.3			74.9			69.5			76.3	
Approach LOS		E			E			E			E	
Queue Length 50th (ft)	30	~189		~88	92	27	~102	68		~91	53	
Queue Length 95th (ft)	#93	#315		#166	#163	52	#125	114		#164	92	
Internal Link Dist (ft)		710			2132			2540			854	
Turn Bay Length (ft)	150			130			115			90		
Base Capacity (vph)	235	676		190	665	627	226	1303		190	1299	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.69	1.09		1.42	0.74	0.43	1.40	0.67		1.45	0.57	

Intersection Summary

Cycle Length: 40
 Actuated Cycle Length: 40
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.45
 Intersection Signal Delay: 72.9
 Intersection LOS: E
 Intersection Capacity Utilization 100.7%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Town Center Blvd & East West Pkwy



Intersection			
Intersection Delay, s/veh	11.5		
Intersection LOS	B		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	23	948	915
Demand Flow Rate, veh/h	23	948	915
Vehicles Circulating, veh/h	908	15	8
Vehicles Exiting, veh/h	15	916	955
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.1	12.0	11.1
Approach LOS	A	B	B
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	23	948	915
Cap Entry Lane, veh/h	547	1359	1369
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	23	948	915
Cap Entry, veh/h	547	1359	1369
V/C Ratio	0.042	0.698	0.669
Control Delay, s/veh	7.1	12.0	11.1
LOS	A	B	B
95th %tile Queue, veh	0	6	6

Intersection	
Intersection Delay, s/veh	53.4
Intersection LOS	F

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑		↑	↑		↑	↑↑		↑	↑↑	
Traffic Vol, veh/h	5	4	2	160	5	247	0	514	104	191	519	4
Future Vol, veh/h	5	4	2	160	5	247	0	514	104	191	519	4
Peak Hour Factor	0.38	0.50	0.25	0.84	0.38	0.74	0.25	0.94	0.83	0.91	0.94	0.50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	8	8	196	14	344	0	563	129	216	569	8
Number of Lanes	0	1	0	1	1	0	1	2	0	1	2	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	16.6	49.2	67.6	45.2
HCM LOS	C	E	F	E

Lane	NELn1	NELn2	NELn3	NWLn1	NWLn2	SELn1	SWLn1	SWLn2	SWLn3
Vol Left, %	0%	0%	0%	100%	0%	45%	100%	0%	0%
Vol Thru, %	100%	100%	62%	0%	2%	36%	0%	100%	98%
Vol Right, %	0%	0%	38%	0%	98%	18%	0%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	343	275	160	252	11	191	346	177
LT Vol	0	0	0	160	0	5	191	0	0
Through Vol	0	343	171	0	5	4	0	346	173
RT Vol	0	0	104	0	247	2	0	0	4
Lane Flow Rate	0	375	317	196	357	30	216	379	198
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	1.024	0.84	0.571	0.929	0.101	0.582	0.967	0.503
Departure Headway (Hd)	9.822	9.822	9.546	10.771	9.55	12.492	9.912	9.394	9.377
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	372	380	337	382	289	368	391	388
Service Time	7.539	7.539	7.263	8.471	7.25	10.192	7.612	7.094	7.077
HCM Lane V/C Ratio	0	1.008	0.834	0.582	0.935	0.104	0.587	0.969	0.51
HCM Control Delay	12.5	85.5	46.3	26.9	61.4	16.6	25.5	69	21.2
HCM Lane LOS	N	F	E	D	F	C	D	F	C
HCM 95th-tile Q	0	12.4	7.8	3.4	9.9	0.3	3.5	11	2.7

Appendix J:

2045 Projected Volumes (With Proposed Improvements) Synchro Analysis Results

Lanes, Volumes, Timings
2: US 17 & Radar Rd/Pine Forest

US17 Radar Rd AM Peak
06/23/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗↗			↖	↖	↑↑↑	↖	↖	↑↑↑	↖
Traffic Volume (vph)	0	0	133	0	0	10	127	2871	0	35	1660	196
Future Volume (vph)	0	0	133	0	0	10	127	2871	0	35	1660	196
Satd. Flow (prot)	0	0	2842	0	0	1644	1805	5187	1900	1805	5187	1615
Flt Permitted							0.950			0.111		
Satd. Flow (perm)	0	0	2842	0	0	1644	1805	5187	1900	211	5187	1615
Satd. Flow (RTOR)			55			55						236
Lane Group Flow (vph)	0	0	266	0	0	20	254	3087	0	40	1886	516
Turn Type			Over			Prot	Prot	NA	Perm	Perm	NA	Perm
Protected Phases			5			5!	5	2!				6
Permitted Phases									2	6		6
Total Split (s)			19.0			19.0	19.0	60.0	60.0	41.0	41.0	41.0
Total Lost Time (s)			6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)			11.9			11.9	11.9	60.0		36.1	36.1	36.1
Actuated g/C Ratio			0.20			0.20	0.20	1.00		0.60	0.60	0.60
v/c Ratio			0.44			0.05	0.71	0.60		0.31	0.60	0.48
Control Delay			18.7			1.6	34.6	0.5		14.8	8.7	5.4
Queue Delay			0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Delay			18.7			1.6	34.6	0.5		14.8	8.7	5.4
LOS			B			A	C	A		B	A	A
Approach Delay		18.7			1.6			3.1			8.1	
Approach LOS		B			A			A			A	
Queue Length 50th (ft)			36			0	84	0		7	143	45
Queue Length 95th (ft)			31			0	75	0		28	177	10
Internal Link Dist (ft)		1702			237			668			1822	
Turn Bay Length (ft)			100				400			400		400
Base Capacity (vph)			658			399	391	5187		127	3124	1066
Starvation Cap Reductn			0			0	0	0		0	0	0
Spillback Cap Reductn			0			0	0	0		0	0	0
Storage Cap Reductn			0			0	0	0		0	0	0
Reduced v/c Ratio			0.40			0.05	0.65	0.60		0.31	0.60	0.48

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 5.8
 Intersection LOS: A
 Intersection Capacity Utilization 69.6%
 ICU Level of Service C
 Analysis Period (min) 15

! Phase conflict between lane groups.

Splits and Phases: 2: US 17 & Radar Rd/Pine Forest



Lanes, Volumes, Timings
3: US 17 & East West Pkwy



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↶	↷↷	↶↷	↑↑↑	↷	↑↑↑	↷
Traffic Volume (vph)	128	323	265	2668	4	1679	135
Future Volume (vph)	128	323	265	2668	4	1679	135
Satd. Flow (prot)	1805	2842	3502	5085	1805	5036	1615
Flt Permitted	0.950		0.950		0.950		
Satd. Flow (perm)	1805	2842	3502	5085	1805	5036	1615
Satd. Flow (RTOR)		10					190
Lane Group Flow (vph)	131	376	288	2722	8	1845	190
Turn Type	Prot	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	4	1	1	6	5	2	
Permitted Phases		4					2
Total Split (s)	17.0	15.0	15.0	42.0	11.0	38.0	38.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	3.3	4.0	4.0
Act Effct Green (s)	12.1	25.0	11.6	51.2	7.9	37.0	37.0
Actuated g/C Ratio	0.17	0.36	0.17	0.73	0.11	0.53	0.53
v/c Ratio	0.42	0.37	0.50	0.73	0.04	0.69	0.20
Control Delay	29.9	16.5	30.2	10.5	28.5	15.0	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	16.5	30.2	10.5	28.5	15.0	2.4
LOS	C	B	C	B	C	B	A
Approach Delay	20.0			12.4		13.9	
Approach LOS	B			B		B	
Queue Length 50th (ft)	50	59	59	224	3	222	0
Queue Length 95th (ft)	98	88	95	#545	8	279	13
Internal Link Dist (ft)	2121			1822		829	
Turn Bay Length (ft)		60	375		395		370
Base Capacity (vph)	335	1019	578	3719	203	2665	944
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.37	0.50	0.73	0.04	0.69	0.20

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 13.6
 Intersection LOS: B
 Intersection Capacity Utilization 72.8%
 ICU Level of Service C
 Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: US 17 & East West Pkwy



Lanes, Volumes, Timings
4: Town Center Blvd & East West Pkwy

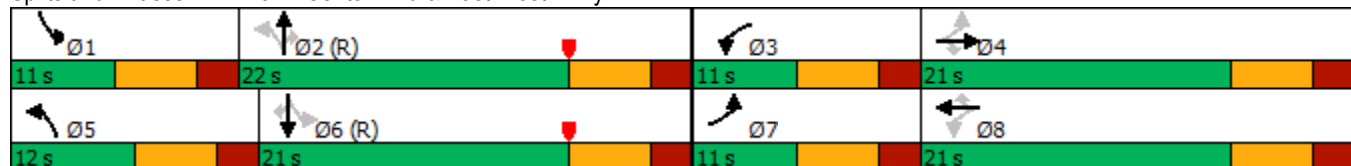
US17 Radar Rd AM Peak
06/23/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	176	155	104	168	97	110	383	124	73	286	43
Future Volume (vph)	17	176	155	104	168	97	110	383	124	73	286	43
Satd. Flow (prot)	1805	1900	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Flt Permitted	0.624			0.434			0.536			0.441		
Satd. Flow (perm)	1186	1900	1615	825	1900	1615	1018	3610	1615	838	3610	1615
Satd. Flow (RTOR)			252			252			252			252
Lane Group Flow (vph)	68	275	199	139	215	131	157	491	159	112	321	60
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Total Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	12.0	22.0	22.0	11.0	21.0	21.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	17.3	13.3	13.3	18.5	15.5	15.5	26.8	21.7	21.7	25.3	20.9	20.9
Actuated g/C Ratio	0.27	0.20	0.20	0.28	0.24	0.24	0.41	0.33	0.33	0.39	0.32	0.32
v/c Ratio	0.19	0.71	0.37	0.45	0.47	0.23	0.32	0.41	0.22	0.27	0.28	0.09
Control Delay	14.1	34.3	3.7	19.1	25.2	0.9	14.0	20.8	1.4	14.0	20.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.1	34.3	3.7	19.1	25.2	0.9	14.0	20.8	1.4	14.0	20.3	0.3
LOS	B	C	A	B	C	A	B	C	A	B	C	A
Approach Delay		20.5			16.9			15.6			16.4	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	16	98	0	35	74	0	38	89	0	27	56	0
Queue Length 95th (ft)	10	112	12	55	112	0	55	111	0	38	89	0
Internal Link Dist (ft)		710			2121			2227			851	
Turn Bay Length (ft)	150		200	130			115		200	90		200
Base Capacity (vph)	363	438	566	310	487	601	497	1205	707	408	1163	691
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.63	0.35	0.45	0.44	0.22	0.32	0.41	0.22	0.27	0.28	0.09

Intersection Summary

Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 17.2
 Intersection LOS: B
 Intersection Capacity Utilization 49.8%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 4: Town Center Blvd & East West Pkwy



Intersection						
Intersection Delay, s/veh	32.9					
Intersection LOS	D					
Approach	EB	WB	NB		SB	
Entry Lanes	1	1	2		2	
Conflicting Circle Lanes	1	1	1		1	
Adj Approach Flow, veh/h	16	330	928		1251	
Demand Flow Rate, veh/h	16	330	928		1251	
Vehicles Circulating, veh/h	1427	812	20		205	
Vehicles Exiting, veh/h	29	136	1423		937	
Ped Vol Crossing Leg, #/h	0	0	0		0	
Ped Cap Adj	1.000	1.000	1.000		1.000	
Approach Delay, s/veh	12.0	15.7	8.2		56.1	
Approach LOS	B	C	A		F	
Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.866	0.134	0.983	0.017
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	16	330	804	124	1230	21
Cap Entry Lane, veh/h	322	603	1395	1395	1178	1178
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	16	330	804	124	1230	21
Cap Entry, veh/h	322	603	1395	1395	1178	1178
V/C Ratio	0.050	0.547	0.577	0.089	1.044	0.018
Control Delay, s/veh	12.0	15.7	8.9	3.3	57.0	3.2
LOS	B	C	A	A	F	A
95th %tile Queue, veh	0	3	4	0	25	0

Lanes, Volumes, Timings
6: Town Center Blvd & Village Square Pkwy

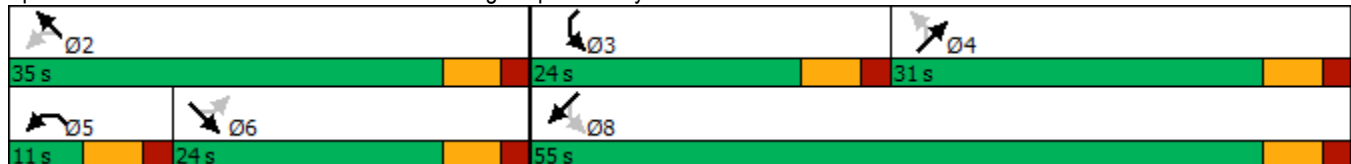
US17 Radar Rd AM Peak
06/23/2021

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↗		↖	↗		↖	↗↖		↖	↗↖	
Traffic Volume (vph)	22	0	0	189	2	329	0	504	148	229	189	4
Future Volume (vph)	22	0	0	189	2	329	0	504	148	229	189	4
Satd. Flow (prot)	0	1805	0	1805	1619	0	1900	3469	0	1805	3581	0
Flt Permitted		0.222		0.788						0.129		
Satd. Flow (perm)	0	422	0	1497	1619	0	1900	3469	0	245	3581	0
Satd. Flow (RTOR)					475			54			10	
Lane Group Flow (vph)	0	61	0	274	566	0	0	985	0	395	307	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2			4			8		
Total Split (s)	24.0	24.0		11.0	35.0		31.0	31.0		24.0	55.0	
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Act Effct Green (s)		18.0		29.0	29.0			25.0		48.2	48.2	
Actuated g/C Ratio		0.20		0.33	0.33			0.28		0.54	0.54	
v/c Ratio		0.72		0.54	0.67			0.97		0.91	0.16	
Control Delay		79.4		29.4	9.2			54.2		49.2	10.2	
Queue Delay		0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay		79.4		29.4	9.2			54.2		49.2	10.2	
LOS		E		C	A			D		D	B	
Approach Delay		79.4			15.8			54.2			32.1	
Approach LOS		E			B			D			C	
Queue Length 50th (ft)		33		123	37			278		164	41	
Queue Length 95th (ft)		18		142	0			246		133	43	
Internal Link Dist (ft)		54			659			742			417	
Turn Bay Length (ft)										220		
Base Capacity (vph)		85		504	846			1011		447	1972	
Starvation Cap Reductn		0		0	0			0		0	0	
Spillback Cap Reductn		0		0	0			0		0	0	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0.72		0.54	0.67			0.97		0.88	0.16	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 89.2
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 36.3
 Intersection LOS: D
 Intersection Capacity Utilization 66.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 6: Town Center Blvd & Village Square Pkwy



Lanes, Volumes, Timings
3: US 17 & East West Pkwy

US17 Radar Rd PM Peak
06/23/2021

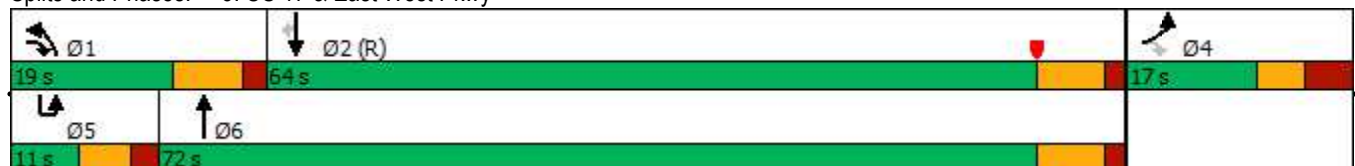


Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↙	↗↗	↙↙	↑↑↑	↘	↑↑↑	↗
Traffic Volume (vph)	183	635	475	2153	2	2876	344
Future Volume (vph)	183	635	475	2153	2	2876	344
Satd. Flow (prot)	1805	2842	3502	5085	1805	5036	1615
Flt Permitted	0.950		0.950		0.950		
Satd. Flow (perm)	1805	2842	3502	5085	1805	5036	1615
Satd. Flow (RTOR)		1					370
Lane Group Flow (vph)	199	730	516	2266	8	3092	370
Turn Type	Prot	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	4	1	1	6	5	2	
Permitted Phases		4					2
Total Split (s)	17.0	19.0	19.0	72.0	11.0	64.0	64.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	3.3	4.0	4.0
Act Effct Green (s)	13.0	32.0	15.0	76.8	7.7	60.0	60.0
Actuated g/C Ratio	0.13	0.32	0.15	0.77	0.08	0.60	0.60
v/c Ratio	0.85	0.80	0.98	0.58	0.06	1.02	0.33
Control Delay	74.2	39.1	78.7	6.1	44.0	43.6	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.2	39.1	78.7	6.1	44.0	43.6	1.8
LOS	E	D	E	A	D	D	A
Approach Delay	46.6			19.6		39.1	
Approach LOS	D			B		D	
Queue Length 50th (ft)	126	239	171	156	5	~772	0
Queue Length 95th (ft)	#249	305	#277	316	5	#863	35
Internal Link Dist (ft)	2121			1822		829	
Turn Bay Length (ft)		60	375		395		370
Base Capacity (vph)	234	910	525	3905	138	3021	1117
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.80	0.98	0.58	0.06	1.02	0.33

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 32.5
 Intersection LOS: C
 Intersection Capacity Utilization 89.3%
 ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: US 17 & East West Pkwy



Intersection						
Intersection Delay, s/veh	18.4					
Intersection LOS	C					
Approach	EB	WB	NB		SB	
Entry Lanes	1	1	2		2	
Conflicting Circle Lanes	1	1	1		1	
Adj Approach Flow, veh/h	22	313	997		1085	
Demand Flow Rate, veh/h	22	313	997		1085	
Vehicles Circulating, veh/h	1196	935	210		126	
Vehicles Exiting, veh/h	15	272	1008		1122	
Ped Vol Crossing Leg, #/h	0	0	0		0	
Ped Cap Adj	1.000	1.000	1.000		1.000	
Approach Delay, s/veh	9.6	18.9	16.1		20.5	
Approach LOS	A	C	C		C	
Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.924	0.076	0.994	0.006
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	22	313	921	76	1078	7
Cap Entry Lane, veh/h	407	532	1173	1173	1266	1266
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	22	313	921	76	1078	7
Cap Entry, veh/h	407	532	1173	1173	1266	1266
V/C Ratio	0.054	0.589	0.785	0.065	0.851	0.006
Control Delay, s/veh	9.6	18.9	17.1	3.6	20.6	2.9
LOS	A	C	C	A	C	A
95th %tile Queue, veh	0	4	9	0	12	0

