Appendix B

East Nassau Community Planning Area
Detailed Specific Area Plan #2 21-001

Transportation Impact Analysis

October 23, 2023

Prepared For:

Raydient LLC d/b/a
Raydient Places + Properties LLC

RAYDIENT
PLACES + PROPERTIES

Prepared By:

ENGLAND-THIMS & MILLER, INC.

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Software: Cube Version 6.4.5, NERPM-AB 1v3, ArcGIS v. 10.4, Synchro/Sim Traffic v. 10,

This work is intended solely for Raydient Places + Properties, LLC, Wildlight LLC and Nassau County. The scope of work and related responsibilities is as defined in the Client Contract. Any use which a third party makes of the work, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. Decisions made or actions taken as a result of our work shall be the responsibility of the parties directly involved in the decisions or actions.

EXECUTIVE SUMMARY

England-Thims & Miller, Inc. has been retained by Raydient LLC d/b/a Raydient Places + Properties LLC to conduct a transportation impact analysis for Detailed Specific Area Plan #2 (DSAP) and the companion Comprehensive Plan Amendment (CPA 22-12) in the East Nassau Community Planning Area (ENCPA). The project location is shown on Figure 1. The DSAP refines the locations of the proposed land uses but the overall development rights within the ENCPA do not change. In addition, the DSAP includes the realignment of the Wildlight Pkwy to minimize social and environmental impacts. The connection to Chester Rd has been shifted south while the connection to US-17 has been shifted north to minimize the distance to I-95. Therefore, the offsite transportation impacts from the development within the ENCPA have not changed significantly from the original analysis.

This transportation impact assessment (TIA) quantifies the existing traffic conditions along area roadways surrounding the site, background conditions, and the projected future traffic conditions expected as a result of the development plan. This study analyzes the impact to the surrounding roadways, within a one-mile impact area, at 5-year increments until the project buildout is complete. The 5-year increments were used as a basis to estimate background traffic growth.

PROJECT DESCRIPTION

The proposed DSAP #2 is located to the east of US-17 and north of SR-200. Figure 1 depicts the project location. The proposed development is estimated to be completed by 2052. At this time, the specific mix of land uses and quantities are unknown, however for the purposes of this transportation impact assessment (TIA), the development is expected to generally consist of 14,944 residential units and 1,413,324 sf of non-residential development. The analysis of the proposed uses provides for a trip bucket for each phase to be refined in future Preliminary Development Plans (PDPs).

The conceptual master plan is depicted as Figure 2. The proposed development schedule is illustrated in Table 1. It is envisioned that development will begin in the southeast portion of the DSAP #2. The next increment is anticipated to begin in the northwest portion of the DSAP #2, near the I-95 and US-17 interchange. Then development will continue

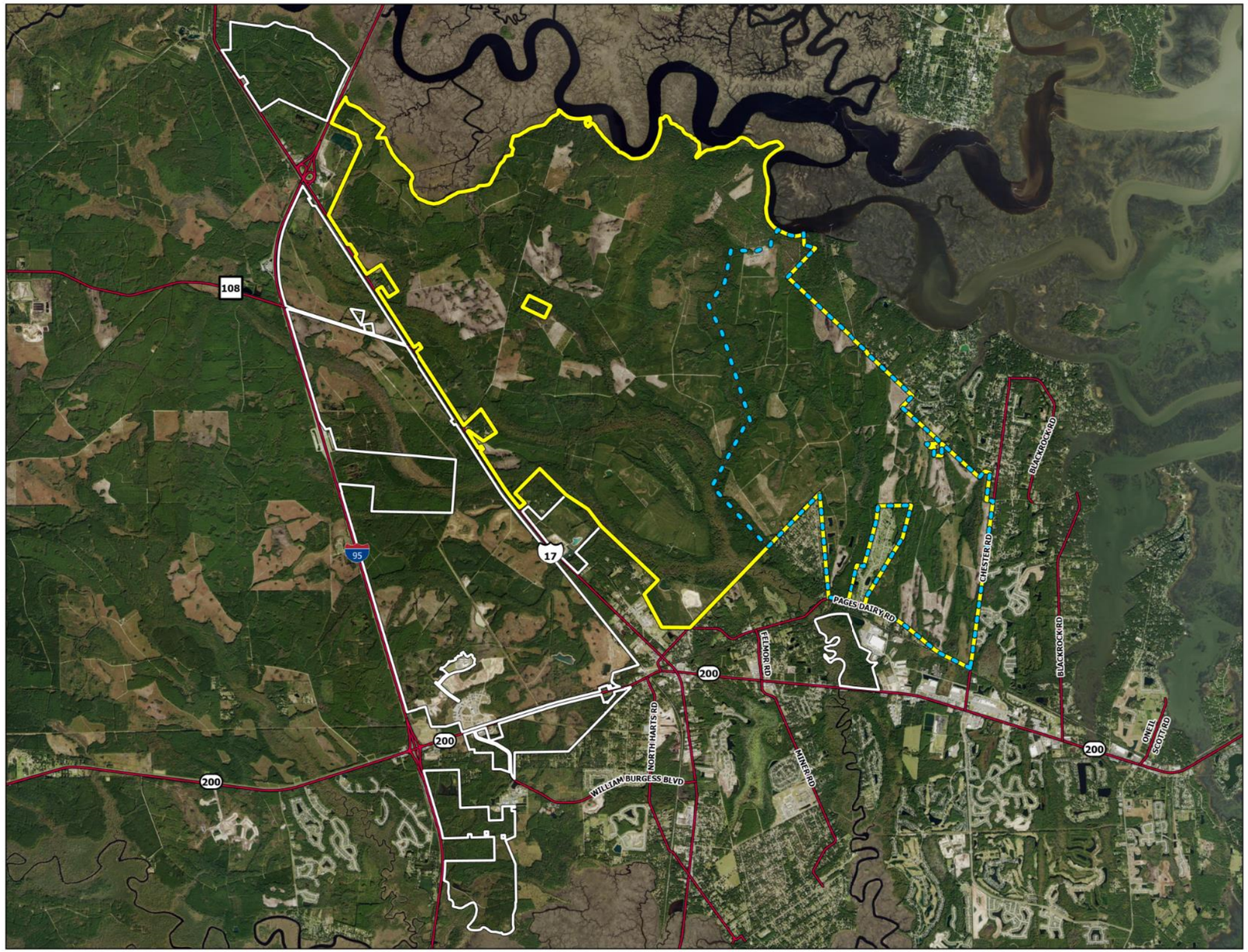
east from US-17 and west from Chester Rd. The remaining areas within the DSAP will be included in future phases as development progresses. Due to the availability of utilities, phases may be advanced or delayed. Figure 3 illustrates the preliminary boundaries of phases within DSAP 2; however, the size, number and locations of phases are subject to change.

STUDY METHODOLOGY

The purpose of this study is to define the ENCPA Mobility Network that will be needed to mitigate the proposed development, as well as identify off-site improvements to assist the county in responding to future needs. The purpose of the PDP TIAs will be to determine if or at what point in time improvements to the ENCPA Mobility Network will be made, as well as necessary intersection configurations. The focus of this study is to estimate the general near-term operating conditions on the roadways and intersections to be used for access to and from the site and the potential offsite transportation impacts on roadways and intersections within the study area associated with the development of this site.

The transportation impact analysis assesses traffic operating conditions during the morning and afternoon peak hours for intersections within the short term 5-year horizon, and daily traffic operating conditions for roadways segments in the long-term horizon (5+ years), within the study area. Appendix A contains the current TIA methodology, the TIA methodology meeting minutes from July 27th ,2021, the proposed TIA methodology on August 25th, 2021, the Nassau County TIA methodology review from August 30th, 2021, and the meeting minutes from the August 1st, 2022 meeting. This analysis uses the proposed TIA methodology from August 25th 2021. As discussed, intersection analysis will only be performed in the short term 5-year horizon in this TIA. Detailed intersection analysis will be provided as part of the PDP submittals at five (5) year increments through the buildout of the PDP.

Buildout conditions assume an urbanized area type and a minimum acceptable LOS of D. This is consistent with the buildout level of service adopted in the Capital Improvements Element of the Nassau County Comprehensive Plan and previously approved in DSAP #1, Market Street PDP, Commerce Park PDP, and PDP #3. Potential signal locations were evaluated to determine if the classification of the facility would change from uninterrupted flow to interrupted.



Wildlight - DSAP #2

Aerial

Source: ETM, Nassau County

ENCPA Boundary

DSAP#2 - Area

Short-Term Development Phase

N
W
E
S

0 1 2

Miles

England-Thims & Miller, Inc.
VISION • EXPERIENCE • RESULTS
14775 Old St. Augustine Road Jacksonville, FL 32258
904-642-8990 • Fax: 904-646-9485 • www.etminc.com

Date: 11/9/2022

T:\2019\19-239\19-239-01 - Rayonier Work\19-239-01-026 DSAP2-PDP4\GIS\Maps\PRO\PDP4_DSAP2\DSAP2\DSAP2 August 2022 Submittal.aprx

Figure 1 – Location Map

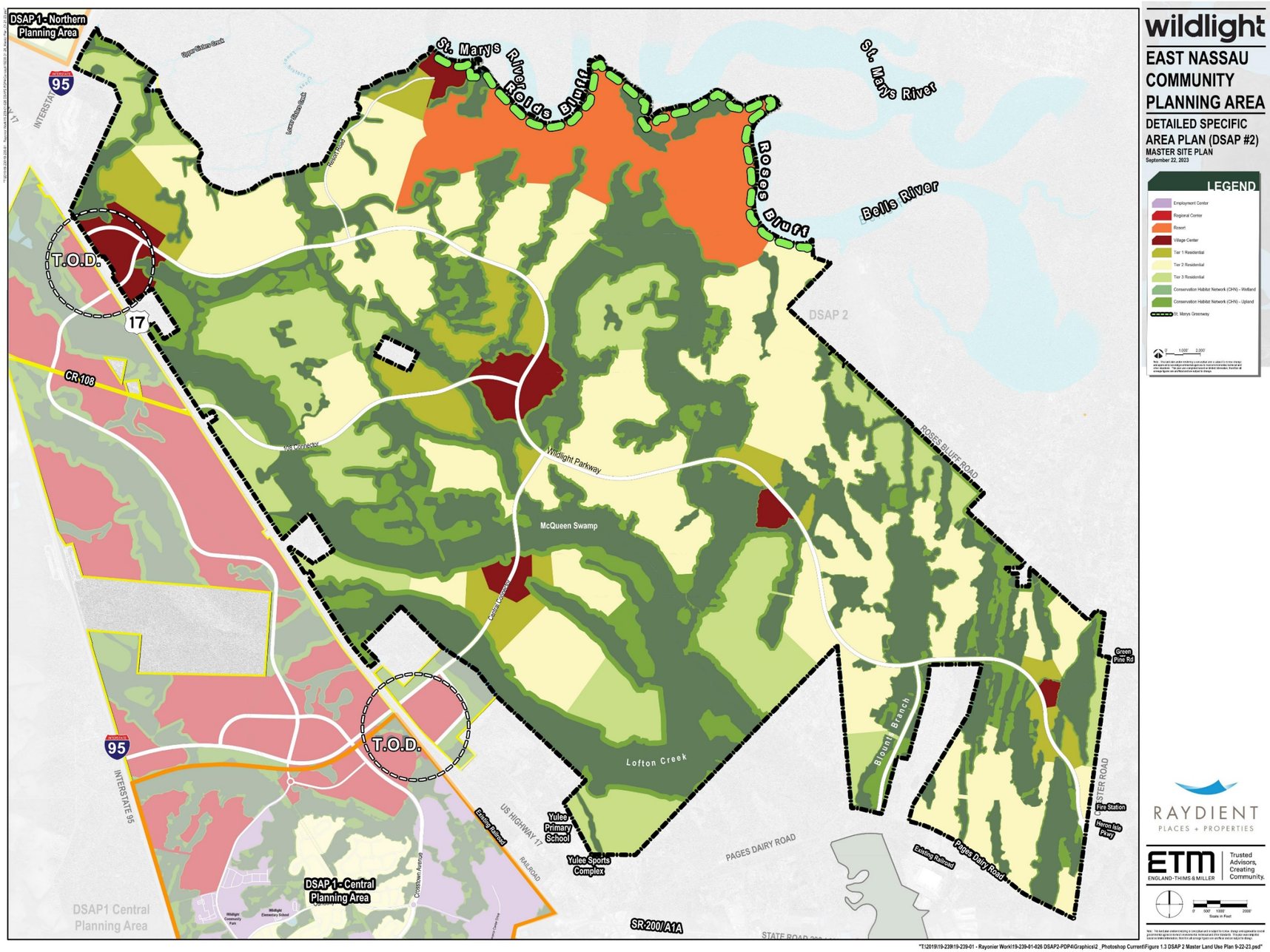
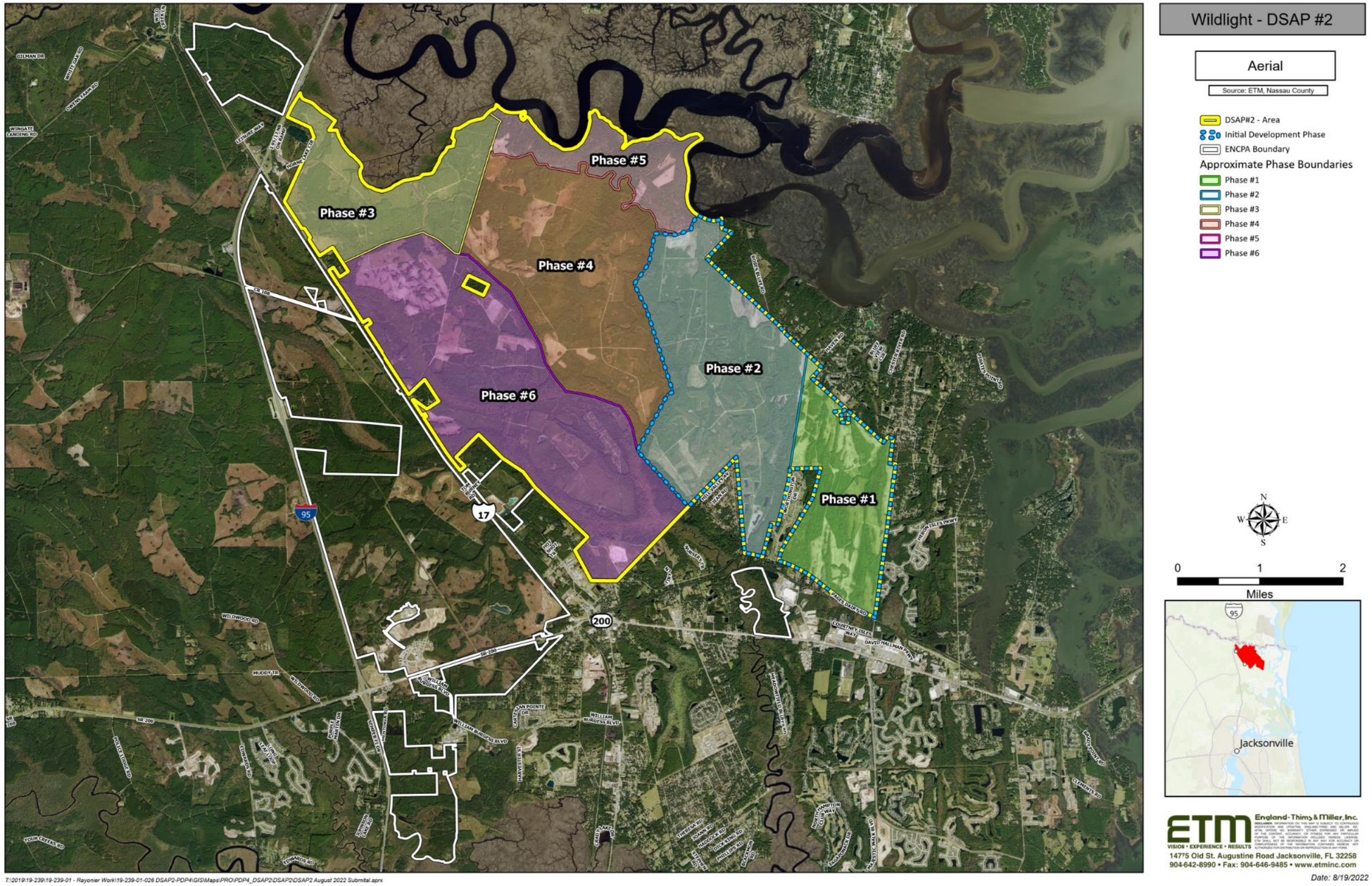


Figure 2 – Conceptual Proposed DSAP #2 Plan

Table 1 – Preliminary Development Schedule

Land Use by Phase (Cumulative)							
Land Use	**Units**	**Phase 1 (2027)**	**Phase 2 (2032)**	**Phase 3 (2037)**	**Phase 4 (2042)**	**Phase 5 (2047)**	**Buildout (2052)**
Residential	Units	2,000	3,643	6,143	9,582	12,082	14,944
Resort Hotel	Rooms					400	400
Non-Residential	s.f.		167,197	167,197	807,615	1,254,101	1,413,324

Note: 400 room resort assumes 446ksf building area and is included in the Non-Residential square footage



Wildlight - DSAP #2

Aerial

Source: ETM, Nassau County

- DSAP#2 - Area
- Initial Development Phase
- ENCPA Boundary

Approximate Phase Boundaries

- Phase #1
- Phase #2
- Phase #3
- Phase #4
- Phase #5
- Phase #6

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VISION • EXPERIENCE • RESULTS
14775 Old St. Augustine Road Jacksonville, FL 32258
904-642-8990 • Fax: 904-646-9485 • www.etminc.com

Date: 8/19/2022

Note: Phases shown are for traffic impact analysis purposes only. Development phases may differ.

Figure 3 – Preliminary Phase Boundary Map

ANALYSIS AREA

Consistent with the ENCPA-approved methodology, the primary analysis area for this traffic assessment includes all corridors and major intersections within a one-mile radius of the project boundary. The one-mile radius is required for DSAPs per the methodology. The analysis area for the DSAP is shown in Figure 4. The regional roadways within the impact area include US-17, I-95, SR-200, Pages Dairy Rd, Chester Rd and CR-108. The short-term 5-year and 10-year planning horizon is illustrated in Figure 5. Although the impact area for the initial development phase doesn't reach the intersections of US-17/Pages Dairy Rd, SR-200/US-17, and SR-200/Blackrock Rd, they have been included in the analysis. The intersections to be analyzed in the short-term portion of the impact analysis include:

- SR-200 and Felmor Rd
- SR-200 and Chester Rd
- Pages Dairy Rd and Felmor Rd
- Chester Rd and Pages Dairy Rd
- SR-200 and US-17
- US-17 and Pages Dairy Rd
- SR-200 and Blackrock Rd

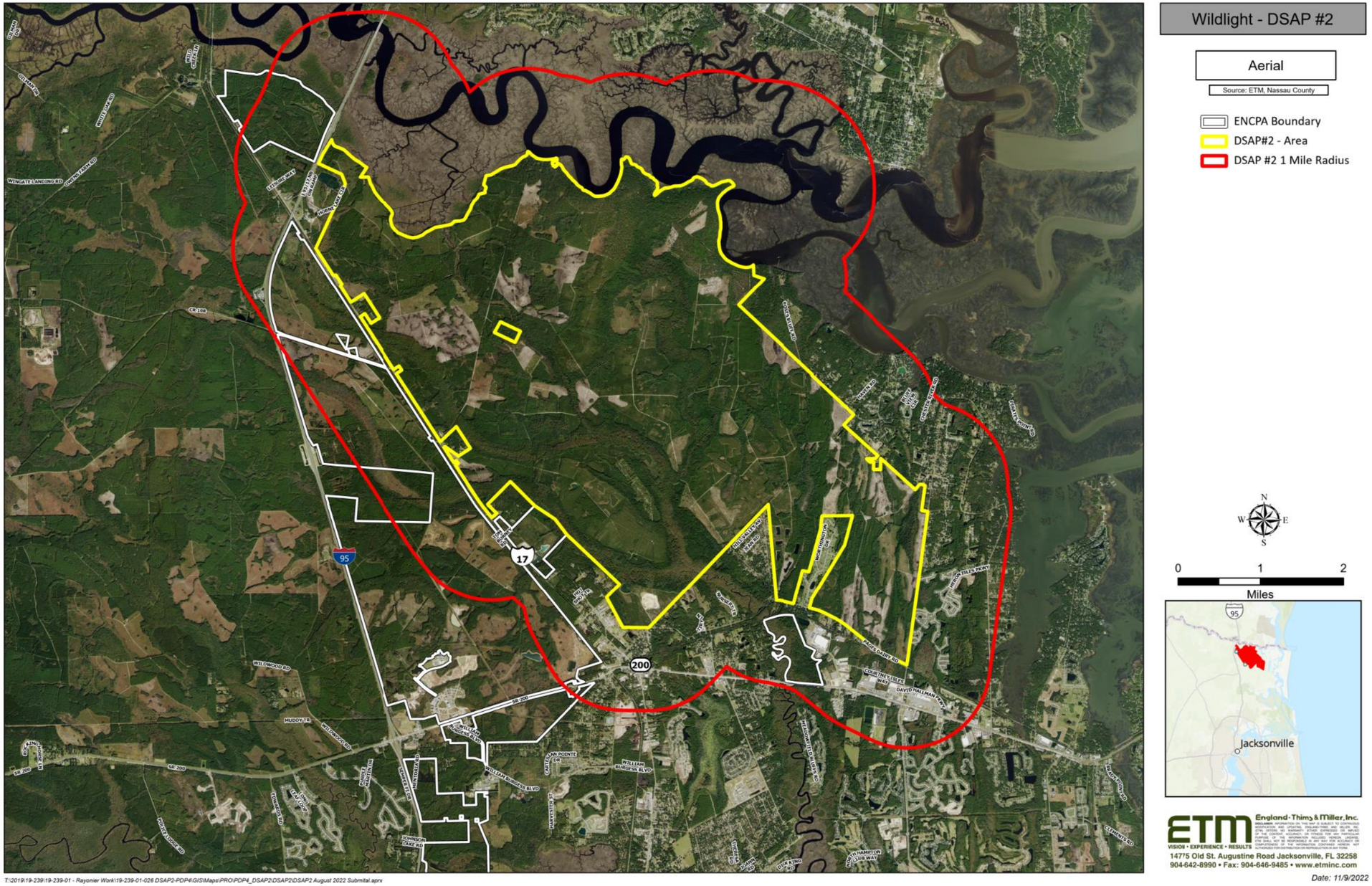


Figure 4 – DSAP 2 Analysis Area

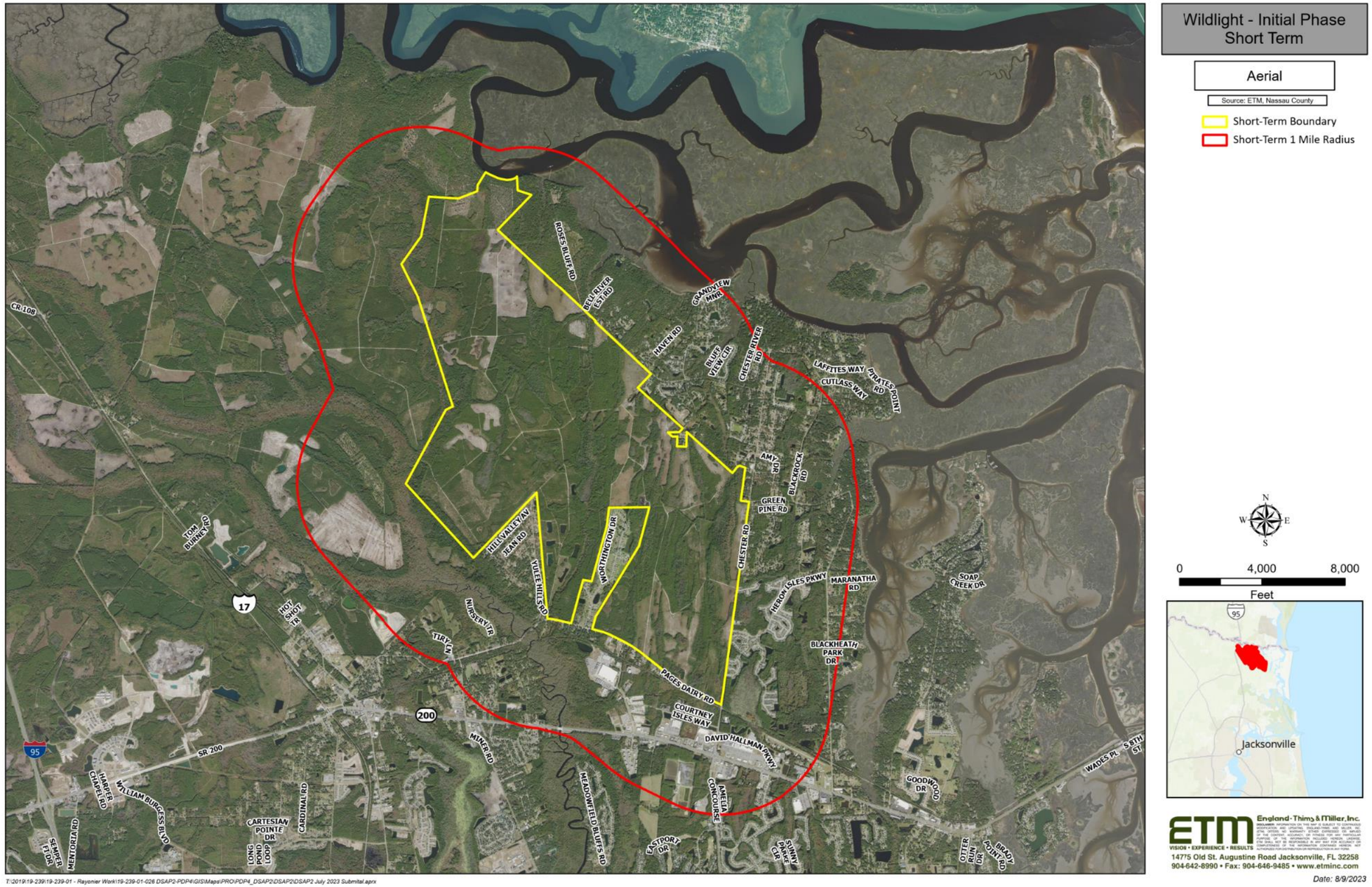


Figure 5 – Short-term Analysis Area

EXISTING CONDITIONS

Existing Roadway Network

SR-200 is a minor arterial on the Strategic Intermodal System (SIS) in Nassau County, connecting I-95 to the population centers of Fernandina Beach and Amelia Island to the east. To the west of I-95, SR-200 then extends to the rural community of Callahan where it connects with US-301. SR-200 has recently been reconstructed as a six-lane divided roadway from I-95 to the intracoastal waterway and is under the jurisdiction of the Florida Department of Transportation (FDOT) – District 2. SR-200 currently has posted speed limits of 45 mph east of the site and 55 mph west of the project. The interchange of SR-200 with I-95 has recently been reconstructed as a Diverging Diamond Interchange (DDI).

Pages Dairy Road is a two-lane collector roadway that parallels SR A1A between US 17 and Chester Road, with a posted speed limit of 35 to 45 mph. The roadway provides access to adjacent residential areas, with some portions of the overall ENCPA fronting directly onto it.

Chester Road is a collector roadway that forms the eastern boundary for a portion of the ENCPA. The roadway extends from SR A1A north to Blackrock Road. Chester Road is currently a four-lane roadway north of SR-200 and is programmed to be widened from the existing four-lane section to north of Pages Dairy Road.

US-17 is a north south principal arterial that runs along the east coast of the United States. At the intersection with SR-200 it is a 4-lane divided roadway and tapers back to 2-lanes both north and south of the intersection. The posted speed on US-17 at the intersection with SR-200 is 35 mph. The posted speed on US-17 from SR-200 to I-95 ranges from 45 mph to 60 mph.

Programmed Improvements

The committed project information can be found in Appendix B. Pages Dairy Road is projected to be extended from Chester Road to Blackrock Road and will be known as Pages Dairy Extension, and is programmed for construction in fiscal year 24/25, finishing in fiscal year 25/26. This roadway improvement has been included in the model. The intersection of Chester Road and Pages Dairy Road is programmed to be signalized with additional turn lanes in the near-term horizon. Improvements to be

included in the long-term horizon were taken from the NFTPO Cost Feasible Plan. In the years 2036-2045, the Cost Feasible Plan includes the widening of US-17 from the Duval County Line to CR-108 to a four-lane facility.

Existing Intersection Capacity Analysis

To identify current traffic conditions at the intersections within the analysis area, Peggy Malone and Associates, Inc. collected turning movement counts (TMCs) on June 15th, 2021 and July 13th, 2021 at the intersections in the study area. Traffic counts were corrected by their respective FDOT seasonal factor. Copies of the FDOT seasonal factors, count data and hose counts can be found in Appendix C.

Felmor Road and Pages Dairy Rd were under construction at the time initial turning movement counts were taken, therefore additional traffic counts were collected the week of February 21st, 2022. Traffic volumes along Pages Dairy Rd decreased, while the traffic along Felmor Rd increased, consequently this study used the updated intersection counts along Felmor Rd.

Figures 6 and 7 illustrate the 2021 base turning movement volumes at the listed intersections within the study area. The weekday a.m. and p.m. peak hour volumes generally occurred between 7:00 AM to 8:45 AM and 4:15 PM to 6:00 PM.

Table 2 presents the intersection capacity analysis for the 2021 base traffic. The Synchro analysis shows that all the intersections, except US-17 / Pages Dairy Rd, currently operate at an acceptable level of service under conditions in the a.m. and p.m. peak hours. Volume requirements for traffic signal warrants 1B, 2, and 3 are satisfied at the intersection of US-17 / Pages Dairy Rd by the existing traffic volumes. The detailed intersection operational analysis printouts and traffic signal warrant forms can be found in Appendix D.

Existing Roadway Segment Capacity Analysis

To determine daily level of service, traffic counts were taken from the FDOT Florida Traffic Online, Nassau County Local Roads Traffic Counts, as well as 3-day hose counts. Capacity was predominantly determined from the 2020 FDOT Q/LOS Tables, while Pages Dairy Rd was studied in closer detail using HIGHPLAN.

The 4-mile segment of Pages Dairy Rd is projected to have two locations that are either stop-controlled or signal-controlled at the intersections with US-17 and Chester Rd. Uninterrupted flow facilities are defined by the FDOT LOS Handbook and the Highway Capacity Manual as having less than 1 signal or stop sign for every two miles. Therefore, Pages Dairy Rd from US-17 to Chester Rd has been considered an uninterrupted flow facility. The detailed segment capacity of Pages Dairy Rd on a link-by-link basis was analyzed using the FDOT HIGHPLAN software to account for the difference in base free flow speed and percent no-passing zone over the parameters used in the Generalized Tables to determine the maximum flow rates for each level of service. The maximum level of service D service volumes for Pages Dairy Rd from US-17 to Felmor Rd and from Felmor Rd to Chester Rd were determined to be approximately 15,600 and 20,900 vehicles per day, respectively. These MSV were incorporated in the existing roadway segment analysis as shown in Table 3. The HIGHPlan printouts can be found in Appendix D.

Table 2 – Existing Intersection Capacity Analysis

Intersection	AM Conditions		PM Conditions	
Signalized Intersections	Delay[1]	LOS[2]	Delay[1]	LOS[2]
SR-200 and US-17[6]	31	C	36	D
SR-200 and Felmor Rd[6]	29	C	47	D
SR-200 and Chester Rd[6]	30	C	33	C
SR-200 and Blackrock Rd[6]	27	C	26	C
Pages Dairy Rd and Chester Rd	18	B	13	B
Unsignalized Intersections	V/C[3]	LOS[4]	V/C[3]	LOS[4]
US-17 and Pages Dairy Rd[6]	45.5%	A	52.1%	A
Pages Dairy Rd and Felmor Rd[6]	29.4%	A	26.2%	A

[1]Average Delay in Seconds per Vehicle

[2]Level of Service based on the HCM 6th Edition

[3]Volume/Capacity

[4]Level of Service based on Intersection Capacity Utilization

[5]Cells shaded in red depict failing segments

[6]Intersection is not included in the ENCPA Mobility Network

Table 3 – Existing Roadway Segment Capacity Analysis

Roadway	Segment	Current AADT	Existing Number of Lanes[4]	Future Number of Lanes[4]	Facility Type	Area Type	Adopted LOS Standard	Existing Maximum Service Volume[5] (vpd)	Existing LOS
I-95[1]	from E-W Interchange Rd. to US 17	54,019	6D	6D	Freeway	Urbanized Area	D	113,600	B
I-95[1]	from US-17 to Georgia	68,590	6D	6D	Freeway	Urbanized Area	D	113,600	B
SR-200[1]	from Old Yulee Rd to US-17	22,038	6D	6D	Class II Arterial	Urbanized Area	D	50,000	C
SR-200[1]	from US-17 to Felmor Rd	35,828	6D	6D	Class I Arterial	Urbanized Area	D	59,900	C
SR-200[1]	from Felmor Rd to Chester Rd	35,828	6D	6D	Class I Arterial	Urbanized Area	D	59,900	C
SR-200[1]	from Chester Rd to Blackrock Rd	35,828	6D	6D	Class I Arterial	Urbanized Area	D	59,900	C
Pages Dairy Rd[3,8]	from SR-200 to US-17	1,378	2U	2U	Class II Arterial	Urbanized Area	D	14,800	C
Pages Dairy Rd[3,8,11]	from US-17 to Felmor Rd	5,031	2U	2U	Uninterrupted Flow Highway	Urbanized Area	D	15,600	C
Pages Dairy Rd[3,8,11]	from Felmor Rd to Blount's Branch	4,765	2U	2U	Uninterrupted Flow Highway	Urbanized Area	D	20,900	B
Pages Dairy Rd[3,8,11]	from Blount's Branch to Chester Rd	5,290	2U	2U	Uninterrupted Flow Highway	Urbanized Area	D	20,900	B
Pages Dairy Rd[3,8,11]	from Chester Rd to Blackrock Rd	0	2U	2U	Uninterrupted Flow Highway	Urbanized Area	D	20,900	B
Blackrock Rd[2]	from SR-200 north	1,900	2U	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	B
Old Nassauville Rd[2]	from SR-200 north	9,000	2U	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	B
Chester Rd[2]	from SR-200 to Pages Dairy Rd	10,400	4D	4D	Class II Arterial	Urbanized Area	D	32,400	C
Chester Rd[2,9]	from Pages Dairy Rd to Wildlight Pkwy[7]	9,500	4D	4D	Uninterrupted Flow Highway	Urbanized Area	D	66,200	B
Chester Rd[2]	from Wildlight Pkwy to Blackrock Rd	2,750	2U	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	B
US-17[1,10]	from Harts Rd to SR-200	15,153	2U	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	B
US-17[1,10]	from SR-200 to Pages Dairy Rd	12,723	4D	4D	Class II Arterial	Urbanized Area	D	32,400	C
US-17[1,10]	from Pages Dairy Rd to Interchange Rd	8,840	2U	4D	Uninterrupted Flow Highway	Urbanized Area	D	24,200	B
US-17[1,10]	from Interchange Rd to CR 108	8,840	2U	4D	Uninterrupted Flow Highway	Urbanized Area	D	24,200	B
US-17[1,9]	from CR 108 to N-S Regional Center Arterial	8,840	2U	4D	Uninterrupted Flow Highway	Urbanized Area	D	24,200	B
US-17[1,9]	from N-S Regional Center Arterial to I-95	8,840	2U	4D	Uninterrupted Flow Highway	Urbanized Area	D	24,200	B
US-17[1,10]	from I-95 to Georgia	4,129	2U	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	B
CR-108[2]	from Owens Rd to N-S Regional Center Arterial	3,400	2U	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	B
CR-108[2]	from N-S Regional Center Arterial to US-17	3,400	2U	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	B

[1] Based on FDOT LOS Tool

[2] Based on FDOT Florida Traffic Online

[3] Based on Hose Counts

[4] D - Divided / U - Undivided

[5] Based on 2020 LOS Tables unless otherwise noted

[6] Cells shaded in red depict failing segments

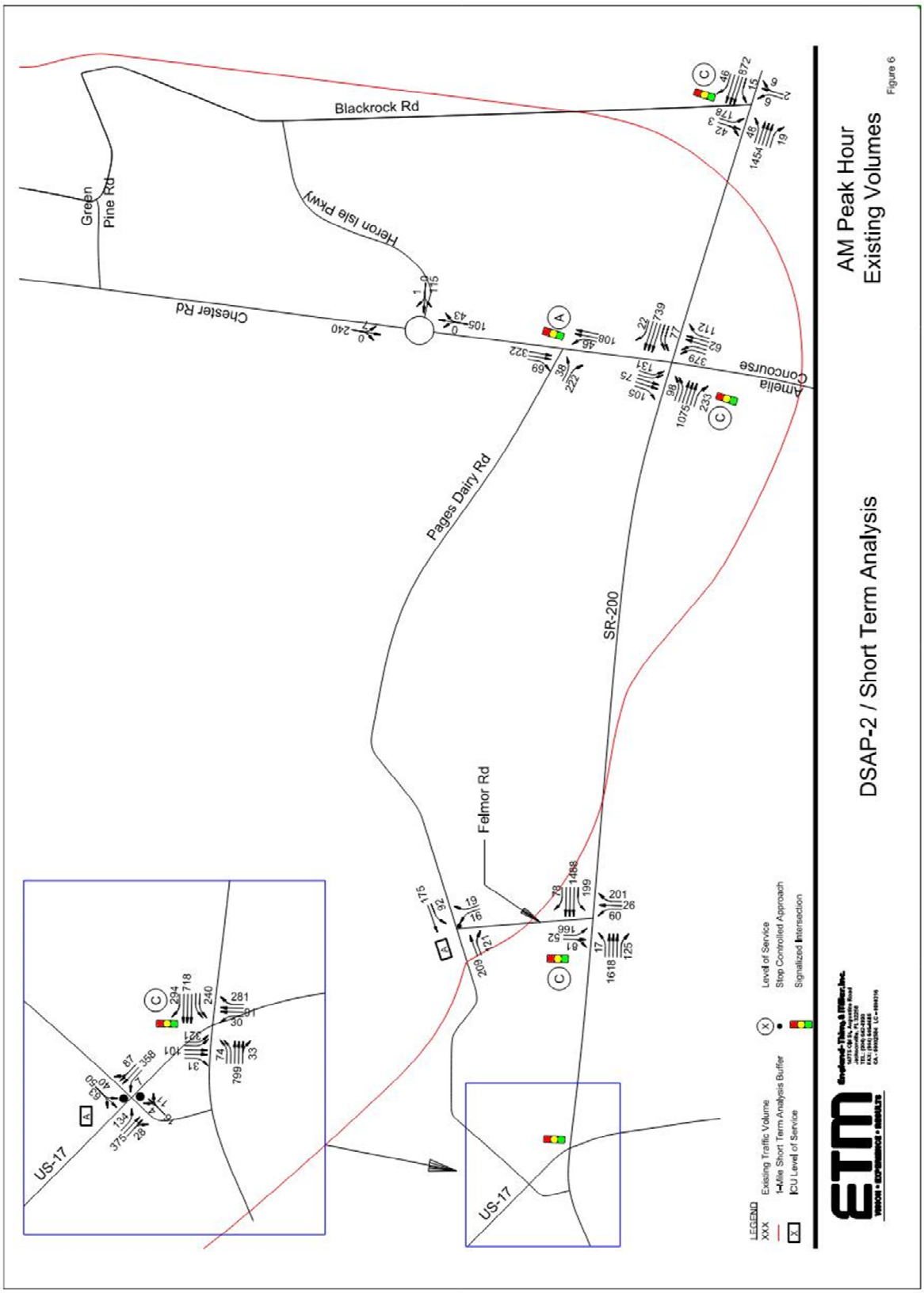
[7] The Developer plans to widen Chester Rd from Pages Dairy Rd to Wildlight Pkwy at the beginning of development

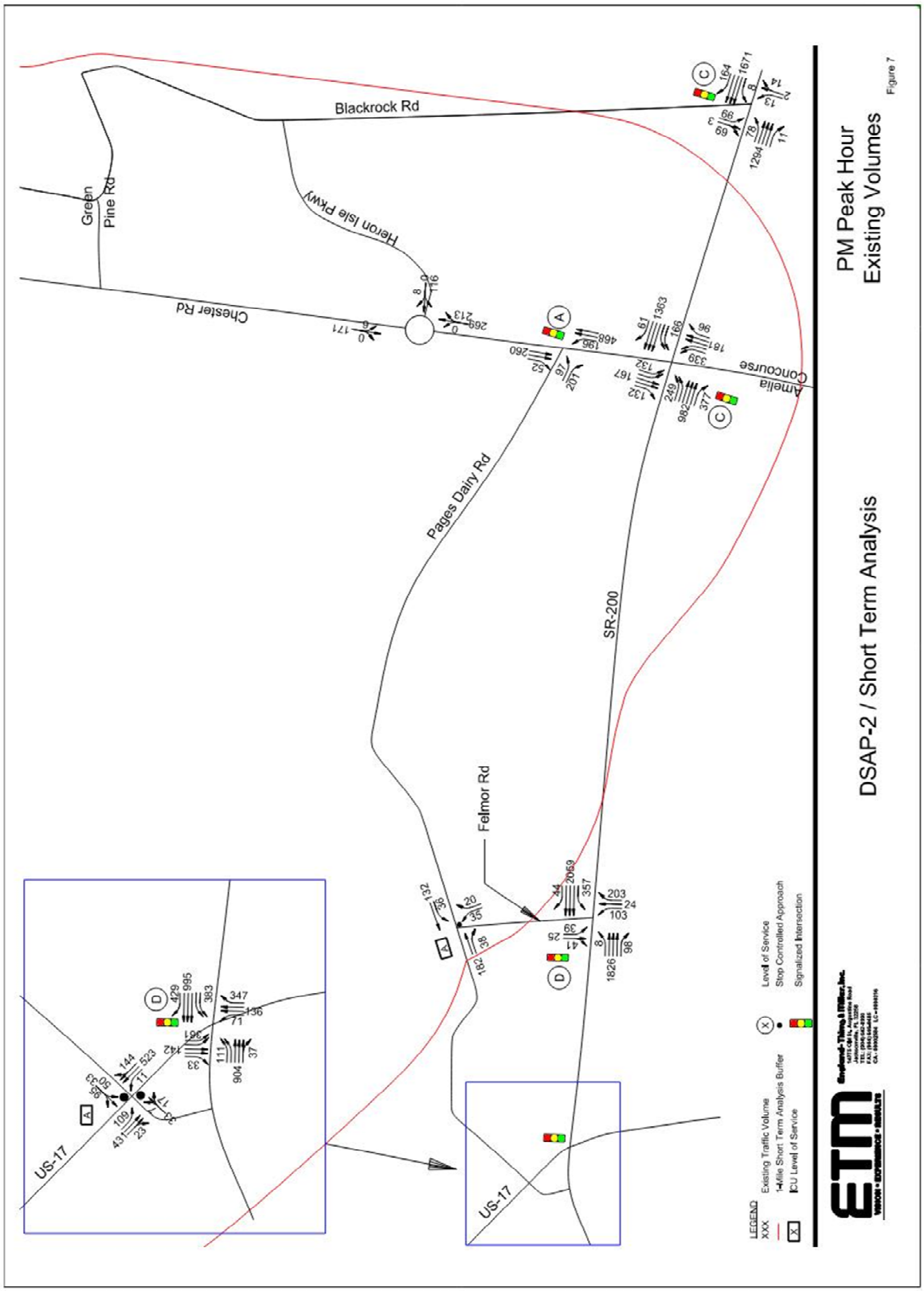
[8] Growth rate decays by half every 10 years

[9] Segment is included in the ENCPA Mobility Network to be widened

[10] Segment is included in the NFTPO Cost Feasible Plan to be widened

[11] Segment capacity calculated with the FDOT HIGHPLAN Software


DSAP-2 / Short Term Analysis
AM Peak Hour
Existing Volumes
Figure 6
Blackrock Rd
Green Pine Rd
Heron Isle Pkwy
Chester Rd
Pages Dairy Rd
Felmor Rd
SR-200
Chelsea Concourse
US-17
LEGEND
XXX Existing Traffic Volume
Halle Short Term Analysis Buffer
ICU Level of Service
Level of Service
Stop Controlled Approach
Signalized Intersection


DSAP-2 / Short Term Analysis
PM Peak Hour
Existing Volumes
Figure 7
Blackrock Rd
Heron Isle Pkwy
Green Pine Rd
Chester Rd
Camella Concourse
Pages Dairy Rd
SR-200
Felmor Rd
US-17
LEGEND
XXX Existing Traffic Volume
Mile Short Term Analysis Buffer
LOS Level of Service
Level of Service
Stop Controlled Approach
Signalized Intersection

BACKGROUND CONDITIONS

Background Traffic Growth

Traffic growth on area roadways is a function of the expected land development, economic activity, changes to the transportation network, and changes in demographics. Background traffic is the result of additional development and natural population growth within the vicinity of a subject property. For this project, the background growth rates were assigned according to the revised TIA Methodology document, which can be found in Appendix A of this report.

Background Intersection Capacity Analysis

The operation of the intersections during 2027 background conditions is represented in Table 4. All intersections within the Phase 1 boundary are expected to operate sufficiently under 2027 background conditions. The 2027 background condition a.m. and p.m. peak hour intersection turning movements are presented in Figures 8 and 9. The detailed Synchro printouts can be found in Appendix G**.**

Background Roadway Segment Capacity Analysis

Daily traffic estimates were calculated by expanding the existing volume by the proposed growth rates. As development progresses, US-17 from CR-108 to I-95 is expected to function as a signalized arterial. The roadway segment analysis is based upon current and expected conditions, however if these conditions prove not to be the case in future PDP TIAs, then the analysis may be revisited. A segment capacity analysis of background conditions with the projected facility types and capacities is presented in Table 4. As shown, one roadway segment is anticipated to fail under background conditions, I-95 north of US-17. The I-95 failure is outside of the current planning horizon for the NFTPO after 2045.

Given this roadway segment in its existing condition fails without the DSAP subject area traffic, the responsibility to correct these deficiencies is with the entity responsible for managing the road.

Table 4 – Background Traffic Intersection Capacity Analysis

Intersection	2027			
	AM Conditions		PM Conditions	
Signalized Intersections	Delay[1]	LOS[2]	Delay[1]	LOS[2]
SR-200 and US-17[6]	32	C	38	D
SR-200 and Felmor Rd[6]	32	C	41	D
SR-200 and Chester Rd[6]	31	C	34	C
SR-200 and Blackrock Rd[6]	28	C	25	C
Pages Dairy Rd and Chester Rd	18	B	15	B
Unsignalized Intersections	V/C[3]	LOS[4]	V/C[3]	LOS[4]
US-17 and Pages Dairy Rd[6]	48.7%	A	55.8%	B
Pages Dairy Rd and Felmor Rd[6]	33.3%	A	28.6%	A

[1]Average Delay in Seconds per Vehicle

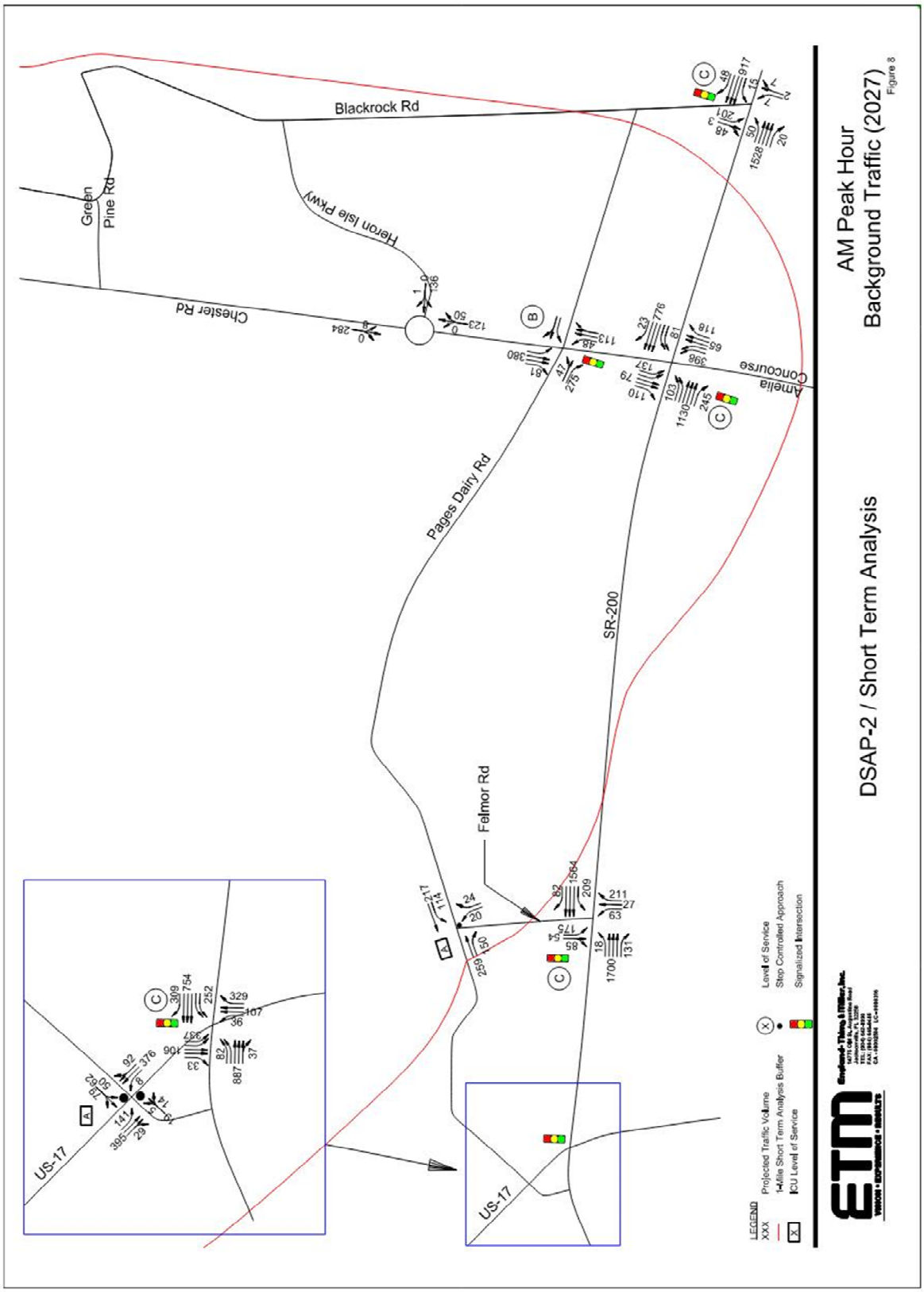
[2]Level of Service based on the HCM 6th Edition

[3]Volume/Capacity

[4]Level of Service based on Intersection Capacity Utilization

[5]Cells shaded in red depict failing segments

[6]Intersection is not included in the ENCPA Mobility Network


DSAP-2 / Short Term Analysis
AM Peak Hour
Background Traffic (2027)
Figure 8
Blackrock Rd
Green Pine Rd
Heron Isle Pkwy
Chester Rd
Amelia Concourse
Pages Dairy Rd
Felmor Rd
SR-200
US-17
LEGEND
XXX Projected Traffic Volume
1-Mile Short Term Analysis Buffer
ICU Level of Service
Level of Service
Stop Controlled Approach
Signalized Intersection

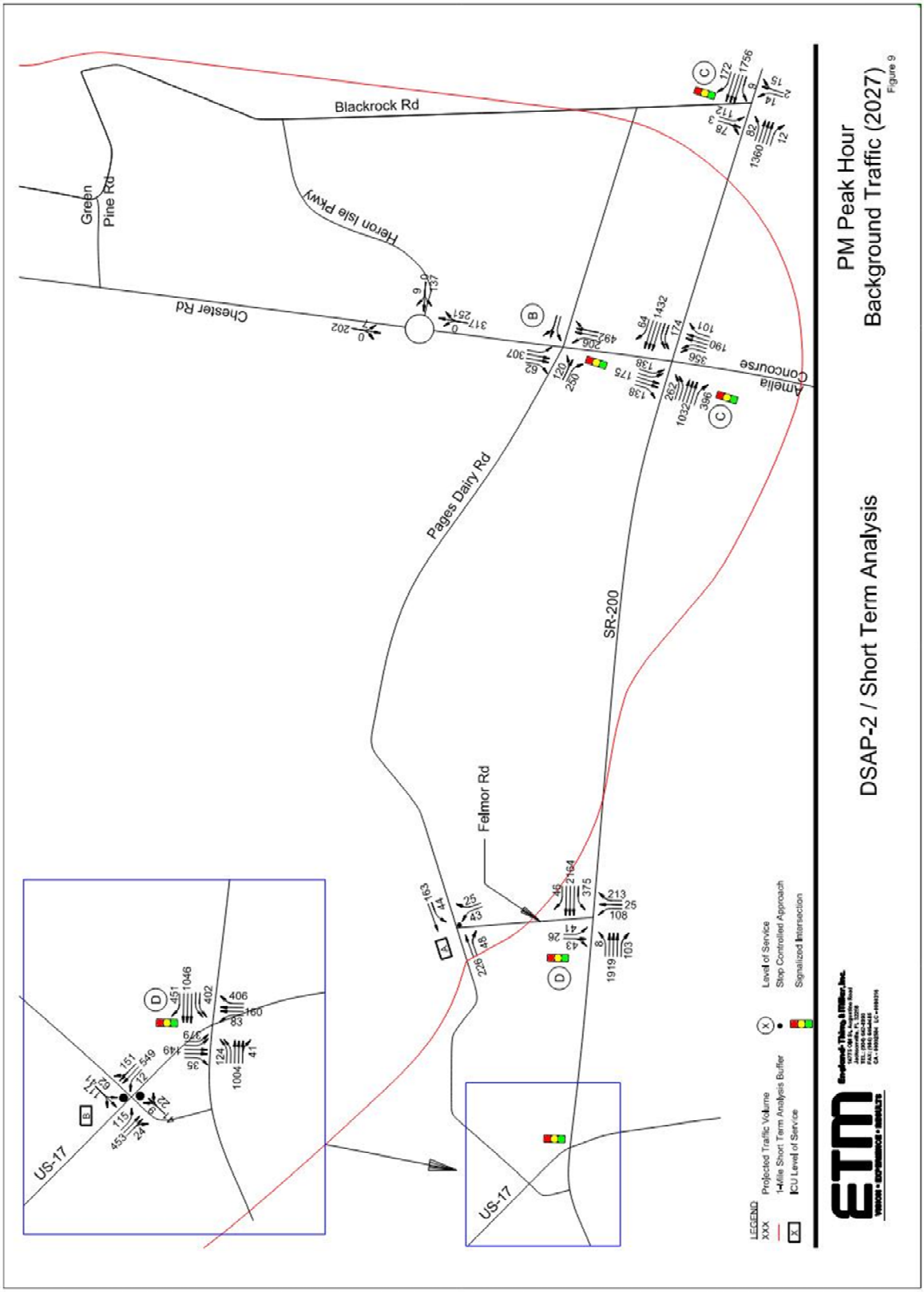

PM Peak Hour
Background Traffic (2027)
Figure 9
DSAP-2 / Short Term Analysis
Blackrock Rd
Heron Isle Pkwy
Green Pine Rd
Chester Rd
Camella Concourse
Pages Dairy Rd
SR-200
Felmor Rd
US-17
LEGEND
XXX Projected Traffic Volume
Hollie Short Term Analysis Buffer
ICU Level of Service
Level of Service
Stop Controlled Approach
Signalized Intersection

Table 5 – Background Roadway Segment Capacity Analysis

Roadway	Segment	Current AADT	Future Number of Lanes[4]	Facility Type	Area Type	Adopted LOS Standard	Future Maximum Service Volume[5] (vpd)	Future Volumes											
								Agreed Upon Growth Rate	2027		2032		2037		2042		2047		2052	
									AADT	LOS	AADT	LOS	AADT	LOS	AADT	LOS	AADT	LOS	AADT	LOS
I-95[1]	from E-W Interchange Rd. to US 17	54,019	6D	Freeway	Urbanized Area	D	113,600	2.09%	59,905	B	66,432	B	73,671	C	81,698	C	90,600	C	100,471	D
I-95[1]	from US-17 to Georgia	68,590	6D	Freeway	Urbanized Area	D	113,600	1.95%	75,543	C	83,202	C	91,637	C	100,927	D	111,158	D	122,427	E
SR-200[1]	from Old Yulee Rd to US-17	22,038	6D	Class II Arterial	Urbanized Area	D	50,000	2.12%	24,475	D	27,182	D	30,188	D	33,527	D	37,234	D	41,352	D
SR-200[1]	from US-17 to Felmor Rd	35,828	6D	Class I Arterial	Urbanized Area	D	59,900	1.00%	37,656	B	39,576	C	41,595	C	43,717	C	45,947	C	48,291	C
SR-200[1]	from Felmor Rd to Chester Rd	35,828	6D	Class I Arterial	Urbanized Area	D	59,900	1.00%	37,656	B	39,576	C	41,595	C	43,717	C	45,947	C	48,291	C
SR-200[1]	from Chester Rd to Blackrock Rd	35,828	6D	Class I Arterial	Urbanized Area	D	59,900	1.00%	37,656	B	39,576	C	41,595	C	43,717	C	45,947	C	48,291	C
Pages Dairy Rd[3,8]	from SR-200 to US-17	1,378	2U	Class II Arterial	Urbanized Area	D	14,800	4.39%	1,708	C	2,118	C	2,360	C	2,631	C	2,779	C	2,935	C
Pages Dairy Rd[3,8,11]	from US-17 to Felmor Rd	5,031	2U	Uninterrupted Flow Highway	Urbanized Area	D	15,600	4.39%	6,237	C	7,731	C	8,618	C	9,606	C	10,145	D	10,714	D
Pages Dairy Rd[3,8,11]	from Felmor Rd to Blount's Branch	4,765	2U	Uninterrupted Flow Highway	Urbanized Area	D	20,900	4.39%	5,907	B	7,322	B	8,162	C	9,098	C	9,608	C	10,147	C
Pages Dairy Rd[3,8,11]	from Blount's Branch to Chester Rd	5,290	2U	Uninterrupted Flow Highway	Urbanized Area	D	20,900	4.39%	6,558	B	8,129	C	9,061	C	10,100	C	10,667	C	11,265	C
Pages Dairy Rd[3,8,11]	from Chester Rd to Blackrock Rd	0	2U	Uninterrupted Flow Highway	Urbanized Area	D	20,900	4.39%	0	B	0	B	0	B	0	B	0	B	0	B
Blackrock Rd[2]	from SR-200 north	1,900	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	2.49%	2,149	B	2,430	B	2,748	B	3,107	B	3,514	B	3,974	B
Old Nassauville Rd[2]	from SR-200 north	9,000	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	1.32%	9,610	B	10,261	B	10,956	B	11,699	B	12,492	C	13,338	C
Chester Rd[2]	from SR-200 to Pages Dairy Rd	10,400	4D	Class II Arterial	Urbanized Area	D	32,400	1.00%	10,931	B	11,488	B	12,074	B	12,690	B	13,337	B	14,018	B
Chester Rd[2,9]	from Pages Dairy Rd to Wildlight Pkwy[7]	9,500	4D	Uninterrupted Flow Highway	Urbanized Area	D	66,200	3.37%	11,212	B	13,233	B	15,619	B	18,434	B	21,756	B	25,678	B
Chester Rd[2]	from Wildlight Pkwy to Blackrock Rd	2,750	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	3.37%	3,246	B	3,831	B	4,521	B	5,336	B	6,298	B	7,433	B
US-17[1,10]	from Harts Rd to SR-200	15,153	4D	Uninterrupted Flow Highway	Urbanized Area	D	66,200	1.00%	15,926	B	16,738	B	17,592	B	18,490	B	19,433	B	20,424	B
US-17[1,10]	from SR-200 to Pages Dairy Rd	12,723	4D	Class II Arterial	Urbanized Area	D	32,400	1.00%	13,372	B	14,054	B	14,771	D	15,524	D	16,316	D	17,149	D
US-17[1,10]	from Pages Dairy Rd to Interchange Rd	8,840	4D	Uninterrupted Flow Highway	Urbanized Area	D	66,200	1.00%	9,291	B	9,765	B	10,263	B	10,786	B	11,337	B	11,915	B
US-17[1,10]	from Interchange Rd to CR 108	8,840	4D	Uninterrupted Flow Highway	Urbanized Area	D	66,200	1.00%	9,291	B	9,765	B	10,263	B	10,786	B	11,337	B	11,915	B
US-17[1,9]	from CR 108 to N-S Regional Center Arterial	8,840	4D	Class I Arterial	Urbanized Area	D	39,800	1.00%	9,291	C	9,765	C	10,263	C	10,786	C	11,337	C	11,915	C
US-17[1,9]	from N-S Regional Center Arterial to I-95	8,840	4D	Class I Arterial	Urbanized Area	D	39,800	1.00%	9,291	C	9,765	C	10,263	C	10,786	C	11,337	C	11,915	C
US-17[1,10]	from I-95 to Georgia	4,129	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	1.82%	4,519	B	4,945	B	5,412	B	5,923	B	6,481	B	7,093	B
CR-108[2]	from Owens Rd to N-S Regional Center Arterial	3,400	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	1.00%	3,573	B	3,756	B	3,947	B	4,149	B	4,360	B	4,583	B
CR-108[2]	from N-S Regional Center Arterial to US-17	3,400	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	1.00%	3,573	B	3,756	B	3,947	B	4,149	B	4,360	B	4,583	B

[1] Based on FDOT LOS Tool

[2] Based on FDOT Florida Traffic Online

[3] Based on Hose Counts

[4] D - Divided / U - Undivided

[5] Based on 2020 LOS Tables

[6] Cells shaded in red depict failing segments

= Failing Se

[7] The Developer plans to widen Chester Rd from Pages Dairy Rd to Wildlight Pkwy at the beginning of development

[8] Growth rate decays by half every 10 years

[9] Segment is included in the ENCPA Mobility Network to be widened

[10] Segment is included in the NFTPO Cost Feasible Plan to be widened

[11] Segment capacity calculated with the FDOT HIGHPLAN Software

FUTURE CONDITIONS

Project Trip Generation Estimates

The project traffic was estimated based on the trip generation rates and equations contained in the 10th edition of the Institute of Traffic Engineers (ITE) *Trip Generation Manual* and the 3rd edition of the ITE *Trip Generation Handbook*. The trip generation for each proposed phase, by TAZ, can be found in Table 6 through 15.

Trip Distribution and Assignment

For this analysis, the trip distributions were developed using the Northeast Florida Regional Planning Model (NERPM-AB 1v3) 2025, 2030, 2035, and 2040 data sets. Modifications to the model include the addition of Transportation Analysis Zones (TAZs) to represent the project parcels and other approved developments in the area, as well as incorporation of land use data for the TAZs. Land uses for the project site included Single Family, Multi-family, Hotel, School, Shopping Center, and Golf Course. Roadway network modifications include the incorporation of Wildlight Avenue, Daydream Avenue, Floco Avenue, Curiosity Avenue, and the North-South Arterial. Pages Dairy Rd Extension from Chester Rd to Blackrock Rd was also incorporated into the model. Some refinements of the distribution, shifting traffic to parallel roads was performed for the first three phases of development, due to existing travel patterns, origin-destination data from cellular location-based services and local knowledge.

The model project traffic estimates, distributions, and correspondence with Nassau County regarding the distribution refinements are documented in Appendix F. Figure 10 illustrates the peak hour project traffic distribution for the near term phase. Figures 11 and 12 illustrate the morning and afternoon peak hour project traffic estimates for the short-term phase of the project. Pass-by traffic was accounted for with respect to the retail development, utilizing rates established by ITE.

Internal capture within the ENCPA, from TAZ to TAZ, was determined and accounted for by the model. Internal capture within individual TAZs was estimated using the methodologies contained in the 3rd edition of the Institute of Transportation Engineer's (ITE) ***Trip Generation Handbook.*** The internal capture matrixes are included in Appendix F.

Table 6 – Phase I (2027) Trip Generation Estimates

Land Use	ITE Land Use Code	Sq. Ft. or Number of Units	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trip Ends	Gross Trips			
						Entering		Exiting	
						%	Volume	%	Volume
Daily									
Single Family Detached Housing	210	1,447	DUs	Ln(T) = 0.92 Ln(X) + 2.71	12,150	50%	6,075	50%	6,075
Multifamily Housing (Low-Rise)	220	268	DUs	T = 7.56(X) - 40.86	1,985	50%	993	50%	992
Multifamily Housing (Mid-Rise)	221	285	DUs	T = 5.45(X) - 1.75	1,552	50%	776	50%	776
Elementary School	520	800	Students	T = 2.13(X) - 184.07	1,520	50%	760	50%	760
Total					***17,207***		***8,604***		***8,603***
AM Peak Hour									
Single Family Detached Housing	210	1,447	DUs	T = 0.71(X) + 4.80	1,032	25%	258	75%	774
Multifamily Housing (Low-Rise)	220	268	DUs	Ln(T) = 0.95 Ln(X) - 0.51	122	23%	28	77%	94
Multifamily Housing (Mid-Rise)	221	285	DUs	Ln(T) = 0.98 Ln(X) - 0.98	96	26%	25	74%	71
Elementary School	520	800	Students	T = 0.67(X)	536	54%	289	46%	247
Total					***1,786***		***600***		***1,186***
PM Peak Hour									
Single Family Detached Housing	210	1,447	DUs	Ln(T) = 0.96 Ln(X) + 0.20	1,321	63%	832	37%	489
Multifamily Housing (Low-Rise)	220	268	DUs	Ln(T) = 0.89 Ln(X) - 0.02	142	63%	89	37%	53
Multifamily Housing (Mid-Rise)	221	285	DUs	Ln(T) = 0.96 Ln(X) - 0.63	121	61%	74	39%	47
Elementary School	520	800	Students	T = 0.17(X)	136	48%	65	52%	71
Total					***1,720***		***1,060***		***660***

Table 7 – Phase II (2032) Daily Trip Generation Estimates

Land Use	ITE Land Use Code	Sq. Ft. or Number of Units	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trip Ends	Gross Trips				Internal Capture		Pass-by		Net New External				
						Entering		Exiting						Total Trip	Entering		Exiting	
						%	Volume	%	Volume	%	Volume	%	Volume	Ends	%	Volume	%	Volume
Daily																		
Single Family Detached Housing	210	2,843	DUs	Ln(T) = 0.92 Ln(X) + 2.71	22,616	50%	11,308	50%	11,308	5.5%	1,238	0%	0	21,378	50%	10,689	50%	10,689
Multifamily Housing (Low-Rise)	220	515	DUs	T = 7.56(X) - 40.86	3,853	50%	1,927	50%	1,926	5.5%	211	0%	0	3,642	50%	1,821	50%	1,821
Multifamily Housing (Mid-Rise)	221	285	DUs	T = 5.45(X) - 1.75	1,552	50%	776	50%	776	5.5%	85	0%	0	1,467	50%	734	50%	733
Elementary School	520	800	Students	T = 2.13(X) - 184.07	1,520	50%	760	50%	760	0.0%	0	0%	0	1,520	50%	760	150%	760
Shopping Center	820	167,197	SF	Ln(T) = 0.68 Ln(X) + 5.57	8,527	50%	4,264	50%	4,263	18.0%	1,534	34%	2,378	4,615	50%	2,308	50%	2,307
Total					***38,068***		***19,035***		***19,033***	***8.1%***	***3,068***		***2,378***	***32,622***		***16,312***		***16,310***
PM Peak Hour																		
Single Family Detached Housing	210	2,843	DUs	Ln(T) = 0.96 Ln(X) + 0.20	2,526	63%	1,591	37%	935	5%	126	0%	0	2,400	63%	1,512	37%	888
Multifamily Housing (Low-Rise)	220	515	DUs	Ln(T) = 0.89 Ln(X) - 0.02	254	63%	160	37%	94	5%	13	0%	0	241	63%	152	37%	89
Multifamily Housing (Mid-Rise)	221	285	DUs	Ln(T) = 0.96 Ln(X) - 0.63	121	61%	74	39%	47	5%	6	0%	0	115	61%	70	39%	45
Elementary School	520	800	Students	T = 0.17(X)	136	48%	65	52%	71	0%	0	0%	0	136	48%	65	52%	71
Shopping Center	820	167,197	SF	Ln(T) = 0.74 Ln(X) + 2.89	795	48%	382	52%	413	18.2%	145	34%	221	429	48%	206	52%	223
Total					***3,832***		***2,272***		***1,560***	***7.6%***	***290***		***221***	***3,321***		***2,005***		***1,316***

Table 8 – Phase III (2037) Daily Trip Generation Estimates

Daily																			
Land Use	ITE Land Use Code	Sq. Ft. or Number of Units	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trip Ends	Gross Trips				Internal Capture		Pass-by		Net New External				
						Entering		Exiting						Total Trip Ends	Entering		Exiting	
						%	Volume	%	Volume	%	Volume	%	Volume		%	Volume	%	Volume
TAZ 27 - Parcels 14-3, 14-4, 14-5, 14-6, 14-7, and 14-8																		
Single Family Detached Housing	210	679	DUs	Ln(T) = 0.92 Ln(X) + 2.71	6,057	50%	3,029	50%	3,028	8.5%	518	0%	0	5,539	50%	2,770	50%	2,769
Multifamily Housing (Low-Rise)	220	157	DUs	T = 7.56(X) - 40.86	1,146	50%	573	50%	573	8.5%	98	0%	0	1,048	50%	524	50%	524
Multifamily Housing (Mid-Rise)	221	169	DUs	T = 5.45(X) - 1.75	919	50%	460	50%	459	8.5%	79	0%	0	840	50%	420	50%	420
Shopping Center	820	52,030	SF	Ln(T) = 0.68 Ln(X) + 5.57	3,855	50%	1,928	50%	1,927	18.0%	694	34%	1,075	2,086	50%	1,043	50%	1,043
Sub Total					***11,977***		***5,990***		***5,987***		***1,389***		***1,075***	***9,513***		***4,757***		***4,756***
TAZ 28 - Parcels 14-1, 14-2, 21-1, 21-2, 21-3, 21-4, 21-5, and 21-6																		
Single Family Detached Housing	210	488	DUs	Ln(T) = 0.92 Ln(X) + 2.71	4,470	50%	2,235	50%	2,235	7.1%	317	0%	0	4,153	50%	2,077	50%	2,076
Multifamily Housing (Low-Rise)	220	111	DUs	T = 7.56(X) - 40.86	798	50%	399	50%	399	7.1%	57	0%	0	741	50%	371	50%	370
Multifamily Housing (Mid-Rise)	221	116	DUs	T = 5.45(X) - 1.75	630	50%	315	50%	315	7.1%	45	0%	0	585	50%	293	50%	292
Shopping Center	820	24,730	SF	Ln(T) = 0.68 Ln(X) + 5.57	2,325	50%	1,163	50%	1,162	18.0%	418	34%	648	1,259	50%	630	50%	629
Sub Total					***8,223***		***4,112***		***4,111***		***837***		***648***	***6,738***		***3,371***		***3,367***
TAZ 29 - Parcels 22-7 and 22-8																		
Elementary School	520	800	Students	T = 2.13(X) - 184.07	1,520	50%	760	50%	760	0%	0	0%	0	1,520	50%	760	50%	760
Sub Total					***1,520***		***760***		***760***		***0***		***0***	***1,520***		***760***		***760***
TAZ 30 - Parcels 19-3, 19-4, 20-1, 20-2, 20-3, 20-4, and 20-5																		
Single Family Detached Housing	210	1,118	DUs	Ln(T) = 0.92 Ln(X) + 2.71	9,583	50%	4,792	50%	4,791	0%	0	0%	0	9,583	50%	4,792	50%	4,791
Multifamily Housing (Low-Rise)	220	193	DUs	T = 7.56(X) - 40.86	1,418	50%	709	50%	709	0%	0	0%	0	1,418	50%	709	50%	709
Sub Total					***11,001***		***5,501***		***5,500***		***0***		***0***	***11,001***		***5,501***		***5,500***
TAZ 31 - Parcels 20-6, 22-1, 22-2, 22-3, 22-4, 22-5, and 22-6																		
Single Family Detached Housing	210	558	DUs	Ln(T) = 0.92 Ln(X) + 2.71	5,056	50%	2,528	50%	2,528	18.6%	943	0%	0	4,113	50%	2,057	50%	2,056
Multifamily Housing (Low-Rise)	220	54	DUs	T = 7.56(X) - 40.86	367	50%	184	50%	183	18.6%	68	0%	0	299	50%	150	50%	149
Shopping Center	820	90,437	SF	Ln(T) = 0.68 Ln(X) + 5.57	5,615	50%	2,808	50%	2,807	18.0%	1,011	34%	1,565	3,039	50%	1,520	50%	1,519
Sub Total					***11,038***		***5,520***		***5,518***		***2,022***		***1,565***	***7,451***		***3,727***		***3,724***
TAZ 94 - Parcels 18-5, 18-6, 18-7, 18-8, 19-1, 25-7, 25-8, 25-9, 25-10, and 25-11																		
Single Family Detached Housing	210	289	DUs	Ln(T) = 0.92 Ln(X) + 2.71	2,760	50%	1,380	50%	1,380	0.0%	0	0%	0	2,760	50%	1,380	50%	1,380
Multifamily Housing (Low-Rise)	220	135	DUs	T = 7.56(X) - 40.86	980	50%	490	50%	490	0.0%	0	0%	0	980	50%	490	50%	490
Sub Total					***3,740***		***1,870***		***1,870***		***0***		***0***	***3,740***		***1,870***		***1,870***
TAZ 98 - Parcel 17-6																		
Single Family Detached Housing	210	115	DUs	Ln(T) = 0.92 Ln(X) + 2.71	1,182	50%	591	50%	591	0%	0	0%	0	1,182	50%	591	50%	591
Sub Total					***1,182***		***591***		***591***		***0***		***0***	***1,182***		***591***		***591***
TAZ 128 - Parcels 17-2, 17-3, 17-4, and 17-5																		
Single Family Detached Housing	210	255	DUs	Ln(T) = 0.92 Ln(X) + 2.71	2,460	50%	1,230	50%	1,230	0.0%	0	0%	0	2,460	50%	1,230	50%	1,230
Multifamily Housing (Low-Rise)	220	142	DUs	T = 7.56(X) - 40.86	1,033	50%	517	50%	516	0.0%	0	0%	0	1,033	50%	517	50%	516
Multifamily Housing (Mid-Rise)	221	305	DUs	T = 5.45(X) - 1.75	1,661	50%	831	50%	830	0.0%	0	0%	0	1,661	50%	831	50%	830
Sub Total					***5,154***		***2,578***		***2,576***		***0***		***0***	***5,154***		***2,578***		***2,576***
TAZ 129 - Parcels 17-1, 17-7, and 17-8																		
Single Family Detached Housing	210	263	DUs	Ln(T) = 0.92 Ln(X) + 2.71	2,531	50%	1,266	50%	1,265	0.0%	0	0%	0	2,531	50%	1,266	50%	1,265
Multifamily Housing (Mid-Rise)	221	418	DUs	T = 5.45(X) - 1.75	2,276	50%	1,138	50%	1,138	0.0%	0	0%	0	2,276	50%	1,138	50%	1,138
Elementary School	520	800	Students	T = 2.13(X) - 184.07	1,520	50%	760	50%	760	0.0%	0	0%	0	1,520	50%	760	50%	760
Sub Total					***6,327***		***3,164***		***3,163***		***0***		***0***	***6,327***		***3,164***		***3,163***
TAZ 130 - Parcels 16A-2 and 16A-3																		
Multifamily Housing (Mid-Rise)	221	227	DUs	T = 5.45(X) - 1.75	1,235	50%	618	50%	617	0.0%	0	0%	0	1,235	50%	618	50%	617
Sub Total					***1,235***		***618***		***617***		***0***		***0***	***1,235***		***618***		***617***
TAZ 131 - Parcel 16A-1																		
Multifamily Housing (Mid-Rise)	221	351	DUs	T = 5.45(X) - 1.75	1,911	50%	956	50%	955	0%	0	0%	0	1,911	50%	956	50%	955
Sub Total					***1,911***		***956***		***955***		***0***		***0***	***1,911***		***956***		***955***
DSAP 2 Total					***63,308***		***31,660***		***31,648***		***4,248***		***3,288***	***55,772***		***27,893***		***27,879***

Table 9 – Phase III (2037) PM Peak Hour Trip Generation Estimates

PM Peak Hour																			
Land Use	ITE Land Use Code	Sq. Ft. or Number of Units	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trip Ends	Gross Trips				Internal Capture		Pass-by		Net New External				
						Entering		Exiting						Total Trip Ends	Entering		Exiting	
						%	Volume	%	Volume	%	Volume	%	Volume		%	Volume	%	Volume
TAZ 27 - Parcels 14-3, 14-4, 14-5, 14-6, 14-7, and 14-8																		
Single Family Detached Housing	210	679	DUs	Ln(T) = 0.96 Ln(X) + 0.20	639	63%	403	37%	236	8%	49	0%	0	590	63%	372	37%	218
Multifamily Housing (Low-Rise)	220	157	DUs	Ln(T) = 0.89 Ln(X) - 0.02	88	63%	55	37%	33	8%	7	0%	0	81	63%	51	37%	30
Multifamily Housing (Mid-Rise)	221	169	DUs	Ln(T) = 0.96 Ln(X) - 0.63	73	61%	45	39%	28	8%	6	0%	0	67	61%	41	39%	26
Shopping Center	820	52,030	SF	Ln(T) = 0.74 Ln(X) + 2.89	335	48%	161	52%	174	18%	61	34%	93	181	48%	87	52%	94
Sub Total					***1,135***		***664***		***471***	***10.8%***	***123***		***93***	***919***		***551***		***368***
TAZ 28 - Parcels 14-1, 14-2, 21-1, 21-2, 21-3, 21-4, 21-5, and 21-6																		
Single Family Detached Housing	210	488	DUs	Ln(T) = 0.96 Ln(X) + 0.20	465	63%	293	37%	172	6%	28	0%	0	437	63%	275	37%	162
Multifamily Housing (Low-Rise)	220	111	DUs	Ln(T) = 0.89 Ln(X) - 0.02	65	63%	41	37%	24	6%	4	0%	0	61	63%	38	37%	23
Multifamily Housing (Mid-Rise)	221	116	DUs	Ln(T) = 0.96 Ln(X) - 0.63	51	61%	31	39%	20	6%	3	0%	0	48	61%	29	39%	19
Shopping Center	820	24,730	SF	Ln(T) = 0.74 Ln(X) + 2.89	193	48%	93	52%	100	18%	35	34%	54	104	48%	50	52%	54
Sub Total					***774***		***458***		***316***	***9.0%***	***70***		***54***	***650***		***392***		***258***
TAZ 29 - Parcels 22-7 and 22-8																		
Elementary School	520	800	Students	T = 0.17(X)	136	48%	65	52%	71	0%	0	0%	0	136	48%	65	52%	71
Sub Total					***136***		***65***		***71***		***0***		***0***	***136***		***65***		***71***
TAZ 30 - Parcels 19-3, 19-4, 20-1, 20-2, 20-3, 20-4, and 20-5																		
Single Family Detached Housing	210	1,118	DUs	Ln(T) = 0.96 Ln(X) + 0.20	1,031	63%	650	37%	381	0%	0	0%	0	1,031	63%	650	50%	381
Multifamily Housing (Low-Rise)	220	193	DUs	Ln(T) = 0.89 Ln(X) - 0.02	106	63%	67	37%	39	0%	0	0%	0	106	63%	67	37%	39
Sub Total					***1,137***		***717***		***420***		***0***		***0***	***1,137***		***717***		***420***
TAZ 31 - Parcels 20-6, 22-1, 22-2, 22-3, 22-4, 22-5, and 22-6																		
Single Family Detached Housing	210	558	DUs	Ln(T) = 0.96 Ln(X) + 0.20	529	63%	333	37%	196	16%	86	0%	0	443	63%	279	50%	164
Multifamily Housing (Low-Rise)	220	54	DUs	Ln(T) = 0.89 Ln(X) - 0.02	34	63%	21	37%	13	16%	6	0%	0	28	63%	18	50%	10
Shopping Center	820	90,437	SF	Ln(T) = 0.74 Ln(X) + 2.89	504	48%	242	52%	262	18%	92	34%	140	272	48%	131	50%	141
Sub Total					***1,067***		***596***		***471***	***17.2%***	***184***		***140***	***743***		***428***		***315***
TAZ 94 - Parcels 18-5, 18-6, 18-7, 18-8, 19-1, 25-7, 25-8, 25-9, 25-10, and 25-11																		
Single Family Detached Housing	210	289	DUs	Ln(T) = 0.96 Ln(X) + 0.20	281	63%	177	37%	104	0%	0	0%	0	281	63%	177	50%	104
Multifamily Housing (Low-Rise)	220	135	DUs	Ln(T) = 0.89 Ln(X) - 0.02	77	63%	49	37%	28	0%	0	0%	0	77	63%	49	50%	28
Sub Total					***358***		***226***		***132***	***0.0%***	***0***		***0***	***358***		***226***		***132***
TAZ 98 - Parcel 17-6																		
Single Family Detached Housing	210	115	DUs	Ln(T) = 0.96 Ln(X) + 0.20	116	63%	73	37%	43	0%	0	0%	0	116	63%	73	50%	43
Sub Total					***116***		***73***		***43***		***0***		***0***	***116***		***73***		***43***
TAZ 128 - Parcels 17-2, 17-3, 17-4, and 17-5																		
Single Family Detached Housing	210	255	DUs	Ln(T) = 0.96 Ln(X) + 0.20	250	63%	158	37%	92	0%	0	0%	0	250	63%	158	50%	92
Multifamily Housing (Low-Rise)	220	142	DUs	Ln(T) = 0.89 Ln(X) - 0.02	81	63%	51	37%	30	0%	0	0%	0	81	63%	51	50%	30
Multifamily Housing (Mid-Rise)	221	305	DUs	Ln(T) = 0.96 Ln(X) - 0.63	129	61%	79	39%	50	0%	0	0%	0	129	61%	79	50%	50
Sub Total					***460***		***288***		***172***	***0.0%***	***0***		***0***	***460***		***288***		***172***
TAZ 129 - Parcels 17-1, 17-7, and 17-8																		
Single Family Detached Housing	210	263	DUs	Ln(T) = 0.96 Ln(X) + 0.20	257	63%	162	37%	95	0%	0	0%	0	257	63%	162	50%	95
Multifamily Housing (Mid-Rise)	221	418	DUs	Ln(T) = 0.96 Ln(X) - 0.63	175	61%	107	39%	68	0%	0	0%	0	175	61%	107	50%	68
Elementary School	520	800	Students	T = 0.17(X)	136	48%	65	52%	71	0%	0	0%	0	136	48%	65	52%	71
Sub Total					***568***		***334***		***234***	***0.0%***	***0***		***0***	***568***		***334***		***234***
TAZ 130 - Parcels 16A-2 and 16A-3																		
Multifamily Housing (Mid-Rise)	221	227	DUs	Ln(T) = 0.96 Ln(X) - 0.63	97	61%	59	39%	38	0%	0	0%	0	97	61%	59	50%	38
Sub Total					***97***		***59***		***38***	***0.0%***	***0***		***0***	***97***		***59***		***38***
TAZ 131 - Parcel 16A-1																		
Multifamily Housing (Mid-Rise)	221	351	DUs	Ln(T) = 0.96 Ln(X) - 0.63	148	61%	90	39%	58	0%	0	0%	0	148	61%	90	50%	58
Sub Total					***148***		***90***		***58***		***0***		***0***	***148***		***90***		***58***
DSAP 2 Total					***5,996***		***3,570***		***2,426***		***377***		***287***	***5,332***		***3,223***		***2,109***

Table 10 – Phase IV (2042) Daily Trip Generation Estimates

Daily																		
Land Use	ITE Land Use Code	Sq. Ft. or Number of Units	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trip Ends	Gross Trips				Internal Capture		Pass-by		Net New External				
						Entering		Exiting						Total Trip Ends	Entering		Exiting	
						%	Volume	%	Volume	%	Volume	%	Volume		%	Volume	%	Volume
TAZ 27 - Parcels 14-3, 14-4, 14-5, 14-6, 14-7, and 14-8																		
Single Family Detached Housing	210	679	DUs	Ln(T) = 0.92 Ln(X) + 2.71	6,057	50%	3,029	50%	3,028	8.5%	518	0%	0	5,539	50%	2,770	50%	2,769
Multifamily Housing (Low-Rise)	220	157	DUs	T = 7.56(X) - 40.86	1,146	50%	573	50%	573	8.5%	98	0%	0	1,048	50%	524	50%	524
Multifamily Housing (Mid-Rise)	221	169	DUs	T = 5.45(X) - 1.75	919	50%	460	50%	459	8.5%	79	0%	0	840	50%	420	50%	420
Shopping Center	820	52,030	SF	Ln(T) = 0.68 Ln(X) + 5.57	3,855	50%	1,928	50%	1,927	18.0%	694	34%	1,075	2,086	50%	1,043	50%	1,043
Sub Total					***11,977***		***5,990***		***5,987***		***1,389***		***1,075***	***9,513***		***4,757***		***4,756***
TAZ 28 - Parcels 14-1, 14-2, 21-1, 21-2, 21-3, 21-4, 21-5, and 21-6																		
Single Family Detached Housing	210	488	DUs	Ln(T) = 0.92 Ln(X) + 2.71	4,470	50%	2,235	50%	2,235	7.1%	317	0%	0	4,153	50%	2,077	50%	2,076
Multifamily Housing (Low-Rise)	220	111	DUs	T = 7.56(X) - 40.86	798	50%	399	50%	399	7.1%	57	0%	0	741	50%	371	50%	370
Multifamily Housing (Mid-Rise)	221	116	DUs	T = 5.45(X) - 1.75	630	50%	315	50%	315	7.1%	45	0%	0	585	50%	293	50%	292
Shopping Center	820	24,730	SF	Ln(T) = 0.68 Ln(X) + 5.57	2,325	50%	1,163	50%	1,162	18.0%	418	34%	648	1,259	50%	630	50%	629
Sub Total					***8,223***		***4,112***		***4,111***		***837***		***648***	***6,738***		***3,371***		***3,367***
TAZ 29 - Parcels 22-7 and 22-8																		
Elementary School	520	800	Students	T = 2.13(X) - 184.07	1,520	50%	760	50%	760	0%	0	0%	0	1,520	50%	760	50%	760
Sub Total					***1,520***		***760***		***760***		***0***		***0***	***1,520***		***760***		***760***
TAZ 30 - Parcels 19-3, 19-4, 20-1, 20-2, 20-3, 20-4, and 20-5																		
Single Family Detached Housing	210	1,118	DUs	Ln(T) = 0.92 Ln(X) + 2.71	9,583	50%	4,792	50%	4,791	0%	0	0%	0	9,583	50%	4,792	50%	4,791
Multifamily Housing (Low-Rise)	220	193	DUs	T = 7.56(X) - 40.86	1,418	50%	709	50%	709	0%	0	0%	0	1,418	50%	709	50%	709
Multifamily Housing (Mid-Rise)	221	0	DUs	T = 5.45(X) - 1.75	0	50%	0	50%	0	0%	0	0%	0	0	50%	0	50%	0
Shopping Center	820	0	SF	Ln(T) = 0.68 Ln(X) + 5.57	0	50%	0	50%	0	0%	0	34%	0	0	50%	0	50%	0
Sub Total					***11,001***		***5,501***		***5,500***		***0***		***0***	***11,001***		***5,501***		***5,500***
TAZ 31 - Parcels 20-6, 22-1, 22-2, 22-3, 22-4, 22-5, and 22-6																		
Single Family Detached Housing	210	558	DUs	Ln(T) = 0.92 Ln(X) + 2.71	5,056	50%	2,528	50%	2,528	18.6%	943	0%	0	4,113	50%	2,057	50%	2,056
Multifamily Housing (Low-Rise)	220	54	DUs	T = 7.56(X) - 40.86	367	50%	184	50%	183	18.6%	68	0%	0	299	50%	150	50%	149
Shopping Center	820	90,437	SF	Ln(T) = 0.68 Ln(X) + 5.57	5,615	50%	2,808	50%	2,807	18.0%	1,011	34%	1,565	3,039	50%	1,520	50%	1,519
Sub Total					***11,038***		***5,520***		***5,518***		***2,022***		***1,565***	***7,451***		***3,727***		***3,724***
TAZ 32 - Parcels 24-1 and 24-2																		
Single Family Detached Housing	210	382	DUs	Ln(T) = 0.92 Ln(X) + 2.71	3,568	50%	1,784	50%	1,784	0%	0	0%	0	3,568	50%	1,784	50%	1,784
Multifamily Housing (Low-Rise)	220	72	DUs	T = 7.56(X) - 40.86	503	50%	252	50%	251	0%	0	0%	0	503	50%	252	50%	251
Elementary School	520	800	Students	T = 2.13(X) - 184.07	1,520	50%	760	50%	760	0%	0	0%	0	1,520	50%	760	50%	760
Sub Total					***5,591***		***2,796***		***2,795***		***0***		***0***	***5,591***		***2,796***		***2,795***
TAZ 89 - Parcels 24-3 and 24-4																		
Single Family Detached Housing	210	568	DUs	Ln(T) = 0.92 Ln(X) + 2.71	5,140	50%	2,570	50%	2,570	0%	0	0%	0	5,140	50%	2,570	50%	2,570
Sub Total					***5,140***		***2,570***		***2,570***		***0***		***0***	***5,140***		***2,570***		***2,570***
TAZ 93 - Parcels 25-4, 25-5, and 25-6																		
Multifamily Housing (Mid-Rise)	221	1,054	DUs	T = 5.45(X) - 1.75	5,743	50%	2,872	50%	2,871	31.5%	1,807	0%	0	3,936	50%	1,968	50%	1,968
Shopping Center	820	212,592	SF	Ln(T) = 0.68 Ln(X) + 5.57	10,040	50%	5,020	50%	5,020	18.0%	1,807	34%	2,799	5,434	50%	2,717	50%	2,717
Sub Total					***15,783***		***7,892***		***7,891***		***3,614***		***2,799***	***9,370***		***4,685***		***4,685***
TAZ 94 - Parcels 18-5, 18-6, 18-7, 18-8, 19-1, 25-7, 25-8, 25-9, 25-10, and 25-11																		
Single Family Detached Housing	210	806	DUs	Ln(T) = 0.92 Ln(X) + 2.71	7,092	50%	3,546	50%	3,546	9.4%	664	0%	0	6,428	50%	3,214	50%	3,214
Multifamily Housing (Low-Rise)	220	375	DUs	T = 7.56(X) - 40.86	2,794	50%	1,397	50%	1,397	9.4%	261	0%	0	2,533	50%	1,267	50%	1,266
Shopping Center	820	79,392	SF	Ln(T) = 0.68 Ln(X) + 5.57	5,139	50%	2,570	50%	2,569	18.0%	925	34%	1,433	2,781	50%	1,391	50%	1,390
Sub Total					***15,025***		***7,513***		***7,512***		***1,850***		***1,433***	***11,742***		***5,872***		***5,870***
TAZ 97 - Parcels 18-1, 18-2, 18-3, and 18-4																		
Single Family Detached Housing	210	413	DUs	Ln(T) = 0.92 Ln(X) + 2.71	3,834	50%	1,917	50%	1,917	25%	941	0%	0	2,893	50%	1,447	50%	1,446
Multifamily Housing (Low-Rise)	220	82	DUs	T = 7.56(X) - 40.86	579	50%	290	50%	289	25%	142	0%	0	437	50%	219	50%	218
Multifamily Housing (Mid-Rise)	221	111	DUs	T = 5.45(X) - 1.75	603	50%	302	50%	301	25%	148	0%	0	455	50%	228	50%	227
Shopping Center	820	120,922	SF	Ln(T) = 0.68 Ln(X) + 5.57	6,841	50%	3,421	50%	3,420	18%	1,231	34%	1,907	3,703	50%	1,852	50%	1,851
Sub Total					***11,857***		***5,930***		***5,927***		***2,462***		***1,907***	***7,488***		***3,746***		***3,742***
TAZ 98 - Parcel 17-6																		
Single Family Detached Housing	210	115	DUs	Ln(T) = 0.92 Ln(X) + 2.71	1,182	50%	591	50%	591	0%	0	0%	0	1,182	50%	591	50%	591
Sub Total					***1,182***		***591***		***591***		***0***		***0***	***1,182***		***591***		***591***
TAZ 128 - Parcels 17-2, 17-3, 17-4, and 17-5																		
Single Family Detached Housing	210	255	DUs	Ln(T) = 0.92 Ln(X) + 2.71	2,460	50%	1,230	50%	1,230	10.1%	250	0%	0	2,210	50%	1,105	50%	1,105
Multifamily Housing (Low-Rise)	220	142	DUs	T = 7.56(X) - 40.86	1,033	50%	517	50%	516	10.1%	105	0%	0	928	50%	464	50%	464
Multifamily Housing (Mid-Rise)	221	305	DUs	T = 5.45(X) - 1.75	1,661	50%	831	50%	830	10.1%	169	0%	0	1,492	50%	746	50%	746
Shopping Center	820	34,317	SF	Ln(T) = 0.68 Ln(X) + 5.57	2,905	50%	1,453	50%	1,452	18.0%	523	34%	810	1,572	50%	786	50%	786
Sub Total					***8,059***		***4,031***		***4,028***		***1,047***		***810***	***6,202***		***3,101***		***3,101***
TAZ 129 - Parcels 17-1, 17-7, and 17-8																		
Single Family Detached Housing	210	263	DUs	Ln(T) = 0.92 Ln(X) + 2.71	2,531	50%	1,266	50%	1,265	5.9%	150	0%	0	2,381	50%	1,191	50%	1,190
Multifamily Housing (Mid-Rise)	221	418	DUs	T = 5.45(X) - 1.75	2,276	50%	1,138	50%	1,138	5.9%	135	0%	0	2,141	50%	1,071	50%	1,070
Elementary School	520	800	Students	T = 2.13(X) - 184.07	1,520	50%	760	50%	760	0.0%	0	0%	0	1,520	50%	760	50%	760
Shopping Center	820	14,112	SF	Ln(T) = 0.68 Ln(X) + 5.57	1,588	50%	794	50%	794	17.9%	285	34%	443	860	50%	430	50%	430
Sub Total					***7,915***		***3,958***		***3,957***		***570***		***443***	***6,902***		***3,452***		***3,450***
TAZ 130 - Parcels 16A-2 and 16A-3																		
Multifamily Housing (Mid-Rise)	221	227	DUs	T = 5.45(X) - 1.75	1,235	50%	618	50%	617	44.0%	543	0%	0	692	50%	346	50%	346
Shopping Center	820	179,083	SF	Ln(T) = 0.68 Ln(X) + 5.57	8,935	50%	4,468	50%	4,467	6.1%	543	34%	2,853	5,539	50%	2,770	50%	2,769
Sub Total					***10,170***		***5,086***		***5,084***		***1,086***		***2,853***	***6,231***		***3,116***		***3,115***
TAZ 131 - Parcel 16A-1																		
Multifamily Housing (Mid-Rise)	221	351	DUs	T = 5.45(X) - 1.75	1,911	50%	956	50%	955	0%	0	0%	0	1,911	50%	956	50%	955
Sub Total					***1,911***		***956***		***955***		***0***		***0***	***1,911***		***956***		***955***
DSAP 2 Total					***126,392***		***63,206***		***63,186***		***14,877***		***13,533***	***97,982***		***49,001***		***48,981***

Table 11 – Phase IV (2042) PM Peak Hour Trip Generation Estimates

PM Peak Hour																			
Land Use	ITE Land Use Code	Sq. Ft. or Number of Units	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trip Ends	Gross Trips				Internal Capture		Pass-by		Net New External				
						Entering		Exiting						Total Trip Ends	Entering		Exiting	
						%	Volume	%	Volume	%	Volume	%	Volume		%	Volume	%	Volume
TAZ 27 - Parcels 14-3, 14-4, 14-5, 14-6, 14-7, and 14-8																		
Single Family Detached Housing	210	679	DUs	Ln(T) = 0.96 Ln(X) + 0.20	639	63%	403	37%	236	8%	49	0%	0	590	63%	372	37%	218
Multifamily Housing (Low-Rise)	220	157	DUs	Ln(T) = 0.89 Ln(X) - 0.02	88	63%	55	37%	33	8%	7	0%	0	81	63%	51	37%	30
Multifamily Housing (Mid-Rise)	221	169	DUs	Ln(T) = 0.96 Ln(X) - 0.63	73	61%	45	39%	28	8%	6	0%	0	67	61%	41	39%	26
Shopping Center	820	52,030	SF	Ln(T) = 0.74 Ln(X) + 2.89	335	48%	161	52%	174	18%	61	34%	93	181	48%	87	52%	94
Sub Total					***1,135***		***664***		***471***	***10.8%***	***123***		***93***	***919***		***551***		***368***
TAZ 28 - Parcels 14-1, 14-2, 21-1, 21-2, 21-3, 21-4, 21-5, and 21-6																		
Single Family Detached Housing	210	488	DUs	Ln(T) = 0.96 Ln(X) + 0.20	465	63%	293	37%	172	6%	28	0%	0	437	63%	275	37%	162
Multifamily Housing (Low-Rise)	220	111	DUs	Ln(T) = 0.89 Ln(X) - 0.02	65	63%	41	37%	24	6%	4	0%	0	61	63%	38	37%	23
Multifamily Housing (Mid-Rise)	221	116	DUs	Ln(T) = 0.96 Ln(X) - 0.63	51	61%	31	39%	20	6%	3	0%	0	48	61%	29	39%	19
Shopping Center	820	24,730	SF	Ln(T) = 0.74 Ln(X) + 2.89	193	48%	93	52%	100	18%	35	34%	54	104	48%	50	52%	54
Sub Total					***774***		***458***		***316***	***9.0%***	***70***		***54***	***650***		***392***		***258***
TAZ 29 - Parcels 22-7 and 22-8																		
Elementary School	520	800	Students	T = 0.17(X)	136	48%	65	52%	71	0%	0	0%	0	136	48%	65	52%	71
Sub Total					***136***		***65***		***71***		***0***		***0***	***136***		***65***		***71***
TAZ 30 - Parcels 19-3, 19-4, 20-1, 20-2, 20-3, 20-4, and 20-5																		
Single Family Detached Housing	210	1,118	DUs	Ln(T) = 0.96 Ln(X) + 0.20	1,031	63%	650	37%	381	0%	0	0%	0	1,031	63%	650	50%	381
Multifamily Housing (Low-Rise)	220	193	DUs	Ln(T) = 0.89 Ln(X) - 0.02	106	63%	67	37%	39	0%	0	0%	0	106	63%	67	37%	39
Sub Total					***1,137***		***717***		***420***		***0***		***0***	***1,137***		***717***		***420***
TAZ 31 - Parcels 20-6, 22-1, 22-2, 22-3, 22-4, 22-5, and 22-6																		
Single Family Detached Housing	210	558	DUs	Ln(T) = 0.96 Ln(X) + 0.20	529	63%	333	37%	196	16%	86	0%	0	443	63%	279	50%	164
Multifamily Housing (Low-Rise)	220	54	DUs	Ln(T) = 0.89 Ln(X) - 0.02	34	63%	21	37%	13	16%	6	0%	0	28	63%	18	50%	10
Shopping Center	820	90,437	SF	Ln(T) = 0.74 Ln(X) + 2.89	504	48%	242	52%	262	18%	92	34%	140	272	48%	131	50%	141
Sub Total					***1,067***		***596***		***471***	***17.2%***	***184***		***140***	***743***		***428***		***315***
TAZ 32 - Parcels 24-1 and 24-2																		
Single Family Detached Housing	210	382	DUs	Ln(T) = 0.96 Ln(X) + 0.20	368	63%	232	37%	136	0%	0	0%	0	368	63%	232	50%	136
Multifamily Housing (Low-Rise)	220	72	DUs	Ln(T) = 0.89 Ln(X) - 0.02	44	63%	28	37%	16	0%	0	0%	0	44	63%	28	50%	16
Elementary School	520	800	Students	T = 0.17(X)	136	48%	65	52%	71	0%	0	0%	0	136	48%	65	52%	71
Sub Total					***548***		***325***		***223***		***0***		***0***	***548***		***325***		***223***
TAZ 89 - Parcels 24-3 and 24-4																		
Single Family Detached Housing	210	568	DUs	Ln(T) = 0.96 Ln(X) + 0.20	538	63%	339	37%	199	0%	0	0%	0	538	63%	339	50%	199
Sub Total					***538***		***339***		***199***		***0***		***0***	***538***		***339***		***199***
TAZ 93 - Parcels 25-4, 25-5, and 25-6																		
Multifamily Housing (Mid-Rise)	221	1,054	DUs	Ln(T) = 0.96 Ln(X) - 0.63	425	61%	259	39%	166	39%	165	0%	0	260	61%	159	50%	101
Shopping Center	820	212,592	SF	Ln(T) = 0.74 Ln(X) + 2.89	950	48%	456	52%	494	17%	165	34%	267	518	48%	249	50%	269
Sub Total					***1,375***		***715***		***660***	***24.0%***	***330***		***267***	***778***		***408***		***370***
TAZ 94 - Parcels 18-5, 18-6, 18-7, 18-8, 19-1, 25-7, 25-8, 25-9, 25-10, and 25-11																		
Single Family Detached Housing	210	806	DUs	Ln(T) = 0.96 Ln(X) + 0.20	753	63%	474	37%	279	9%	67	0%	0	686	63%	432	50%	254
Multifamily Housing (Low-Rise)	220	375	DUs	Ln(T) = 0.89 Ln(X) - 0.02	192	63%	121	37%	71	9%	17	0%	0	175	63%	110	50%	65
Shopping Center	820	79,392	SF	Ln(T) = 0.74 Ln(X) + 2.89	458	48%	220	52%	238	18%	84	34%	127	247	48%	119	50%	128
Sub Total					***1,403***		***815***		***588***	***12.0%***	***168***		***127***	***1,108***		***661***		***447***
TAZ 97 - Parcels 18-1, 18-2, 18-3, and 18-4																		
Single Family Detached Housing	210	413	DUs	Ln(T) = 0.96 Ln(X) + 0.20	396	63%	249	37%	147	23%	92	0%	0	304	63%	192	50%	112
Multifamily Housing (Low-Rise)	220	82	DUs	Ln(T) = 0.89 Ln(X) - 0.02	50	63%	32	37%	18	23%	12	0%	0	38	63%	24	50%	14
Multifamily Housing (Mid-Rise)	221	111	DUs	Ln(T) = 0.96 Ln(X) - 0.63	49	61%	30	39%	19	23%	11	0%	0	38	61%	23	50%	15
Shopping Center	820	120,922	SF	Ln(T) = 0.74 Ln(X) + 2.89	625	48%	300	52%	325	18%	115	34%	173	337	48%	162	50%	175
Sub Total					***1,120***		***611***		***509***	***20.5%***	***230***		***173***	***717***		***401***		***316***
TAZ 98 - Parcel 17-6																		
Single Family Detached Housing	210	115	DUs	Ln(T) = 0.96 Ln(X) + 0.20	116	63%	73	37%	43	0%	0	0%	0	116	63%	73	50%	43
Sub Total					***116***		***73***		***43***		***0***		***0***	***116***		***73***		***43***
TAZ 128 - Parcels 17-2, 17-3, 17-4, and 17-5																		
Single Family Detached Housing	210	255	DUs	Ln(T) = 0.96 Ln(X) + 0.20	250	63%	158	37%	92	10%	24	0%	0	226	63%	142	50%	84
Multifamily Housing (Low-Rise)	220	142	DUs	Ln(T) = 0.89 Ln(X) - 0.02	81	63%	51	37%	30	10%	8	0%	0	73	63%	46	50%	27
Multifamily Housing (Mid-Rise)	221	305	DUs	Ln(T) = 0.96 Ln(X) - 0.63	129	61%	79	39%	50	10%	13	0%	0	116	61%	71	50%	45
Shopping Center	820	34,317	SF	Ln(T) = 0.74 Ln(X) + 2.89	246	48%	118	52%	128	18%	45	34%	68	133	48%	64	50%	69
Sub Total					***706***		***406***		***300***	***12.7%***	***90***		***68***	***548***		***323***		***225***
TAZ 129 - Parcels 17-1, 17-7, and 17-8																		
Single Family Detached Housing	210	263	DUs	Ln(T) = 0.96 Ln(X) + 0.20	257	63%	162	37%	95	5%	14	0%	0	243	63%	153	50%	90
Multifamily Housing (Low-Rise)	220	0	DUs	Ln(T) = 0.89 Ln(X) - 0.02	0	63%	0	37%	0	5%	0	0%	0	0	63%	0	50%	0
Multifamily Housing (Mid-Rise)	221	418	DUs	Ln(T) = 0.96 Ln(X) - 0.63	175	61%	107	39%	68	5%	9	0%	0	166	61%	101	50%	65
Elementary School	520	800	Students	T = 0.17(X)	136	48%	65	52%	71	0%	0	0%	0	136	48%	65	52%	71
Shopping Center	820	14,112	SF	Ln(T) = 0.74 Ln(X) + 2.89	128	48%	61	52%	67	18%	23	34%	36	69	48%	33	50%	36
Sub Total					***696***		***395***		***301***	***6.6%***	***46***		***36***	***614***		***352***		***262***
TAZ 130 - Parcels 16A-2 and 16A-3																		
Multifamily Housing (Mid-Rise)	221	227	DUs	Ln(T) = 0.96 Ln(X) - 0.63	97	61%	59	39%	38	44%	43	0%	0	54	61%	33	50%	21
Shopping Center	820	179,083	SF	Ln(T) = 0.74 Ln(X) + 2.89	836	48%	401	52%	435	5%	43	34%	270	523	48%	251	50%	272
Sub Total					***933***		***460***		***473***	***9.2%***	***86***		***270***	***577***		***284***		***293***
TAZ 131 - Parcel 16A-1																		
Multifamily Housing (Mid-Rise)	221	351	DUs	Ln(T) = 0.96 Ln(X) - 0.63	148	61%	90	39%	58	0%	0	0%	0	148	61%	90	50%	58
Sub Total					***148***		***90***		***58***		***0***		***0***	***148***		***90***		***58***
DSAP 2 Total					***11,832***		***6,729***		***5,103***		***1,327***		***1,228***	***9,277***		***5,409***		***3,868***

Table 12 – Phase V (2047) Daily Trip Generation Estimates

Daily																		
Land Use	ITE Land Use Code	Sq. Ft. or Number of Units	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trip Ends	Gross Trips				Internal Capture		Pass-by		Net New External				
						Entering		Exiting						Total Trip Ends	Entering		Exiting	
						%	Volume	%	Volume	%	Volume	%	Volume		%	Volume	%	Volume
TAZ 27 - Parcels 14-3, 14-4, 14-5, 14-6, 14-7, and 14-8																		
Single Family Detached Housing	210	679	DUs	Ln(T) = 0.92 Ln(X) + 2.71	6,057	50%	3,029	50%	3,028	8.5%	518	0%	0	5,539	50%	2,770	50%	2,769
Multifamily Housing (Low-Rise)	220	157	DUs	T = 7.56(X) - 40.86	1,146	50%	573	50%	573	8.5%	98	0%	0	1,048	50%	524	50%	524
Multifamily Housing (Mid-Rise)	221	169	DUs	T = 5.45(X) - 1.75	919	50%	460	50%	459	8.5%	79	0%	0	840	50%	420	50%	420
Shopping Center	820	52,030	SF	Ln(T) = 0.68 Ln(X) + 5.57	3,855	50%	1,928	50%	1,927	18.0%	694	34%	1,075	2,086	50%	1,043	50%	1,043
Sub Total					***11,977***		***5,990***		***5,987***		***1,389***		***1,075***	***9,513***		***4,757***		***4,756***
TAZ 28 - Parcels 14-1, 14-2, 21-1, 21-2, 21-3, 21-4, 21-5, and 21-6																		
Single Family Detached Housing	210	488	DUs	Ln(T) = 0.92 Ln(X) + 2.71	4,470	50%	2,235	50%	2,235	7.1%	317	0%	0	4,153	50%	2,077	50%	2,076
Multifamily Housing (Low-Rise)	220	111	DUs	T = 7.56(X) - 40.86	798	50%	399	50%	399	7.1%	57	0%	0	741	50%	371	50%	370
Multifamily Housing (Mid-Rise)	221	116	DUs	T = 5.45(X) - 1.75	630	50%	315	50%	315	7.1%	45	0%	0	585	50%	293	50%	292
Shopping Center	820	24,730	SF	Ln(T) = 0.68 Ln(X) + 5.57	2,325	50%	1,163	50%	1,162	18.0%	418	34%	648	1,259	50%	630	50%	629
Sub Total					***8,223***		***4,112***		***4,111***		***837***		***648***	***6,738***		***3,371***		***3,367***
TAZ 29 - Parcels 22-7 and 22-8																		
Elementary School	520	800	Students	T = 2.13(X) - 184.07	1,520	50%	760	50%	760	0%	0	0%	0	1,520	50%	760	50%	760
Sub Total					***1,520***		***760***		***760***		***0***		***0***	***1,520***		***760***		***760***
TAZ 30 - Parcels 19-3, 19-4, 20-1, 20-2, 20-3, 20-4, and 20-5																		
Single Family Detached Housing	210	1,118	DUs	Ln(T) = 0.92 Ln(X) + 2.71	9,583	50%	4,792	50%	4,791	0%	0	0%	0	9,583	50%	4,792	50%	4,791
Multifamily Housing (Low-Rise)	220	193	DUs	T = 7.56(X) - 40.86	1,418	50%	709	50%	709	0%	0	0%	0	1,418	50%	709	50%	709
Sub Total					***11,001***		***5,501***		***5,500***		***0***		***0***	***11,001***		***5,501***		***5,500***
TAZ 31 - Parcels 20-6, 22-1, 22-2, 22-3, 22-4, 22-5, and 22-6																		
Single Family Detached Housing	210	558	DUs	Ln(T) = 0.92 Ln(X) + 2.71	5,056	50%	2,528	50%	2,528	18.6%	943	0%	0	4,113	50%	2,057	50%	2,056
Multifamily Housing (Low-Rise)	220	54	DUs	T = 7.56(X) - 40.86	367	50%	184	50%	183	18.6%	68	0%	0	299	50%	150	50%	149
Shopping Center	820	90,437	SF	Ln(T) = 0.68 Ln(X) + 5.57	5,615	50%	2,808	50%	2,807	18.0%	1,011	34%	1,565	3,039	50%	1,520	50%	1,519
Sub Total					***11,038***		***5,520***		***5,518***		***2,022***		***1,565***	***7,451***		***3,727***		***3,724***
TAZ 32 - Parcels 24-1 and 24-2																		
Single Family Detached Housing	210	382	DUs	Ln(T) = 0.92 Ln(X) + 2.71	3,568	50%	1,784	50%	1,784	0%	0	0%	0	3,568	50%	1,784	50%	1,784
Multifamily Housing (Low-Rise)	220	72	DUs	T = 7.56(X) - 40.86	503	50%	252	50%	251	0%	0	0%	0	503	50%	252	50%	251
Elementary School	520	800	Students	T = 2.13(X) - 184.07	1,520	50%	760	50%	760	0%	0	0%	0	1,520	50%	760	50%	760
Sub Total					***5,591***		***2,796***		***2,795***		***0***		***0***	***5,591***		***2,796***		***2,795***
TAZ 89 - Parcels 24-3 and 24-4																		
Single Family Detached Housing	210	568	DUs	Ln(T) = 0.92 Ln(X) + 2.71	5,140	50%	2,570	50%	2,570	0%	0	0%	0	5,140	50%	2,570	50%	2,570
Sub Total					***5,140***		***2,570***		***2,570***		***0***		***0***	***5,140***		***2,570***		***2,570***
TAZ 90 - Parcel 19-2																		
Multifamily Housing (Low-Rise)	220	2,500	DUs	T = 7.56(X) - 40.86	18,859	50%	9,430	50%	9,429	0.7%	139	0%	0	18,720	50%	9,360	50%	9,360
Resort Hotel	330	400 Rooms (446ksf building)	Rooms	T = (0.41(X))/(0.09)	1,822	50%	911	50%	911	6.4%	116	0%	0	1,706	50%	853	50%	853
Golf Course	430	200	Acres	T = 3.74(X)	748	50%	374	50%	374	4.9%	37	0%	0	711	50%	356	50%	355
Sub Total					***21,429***		***10,715***		***10,714***		***292***		***0***	***21,137***		***10,569***		***10,568***
TAZ 93 - Parcels 25-4, 25-5, and 25-6																		
Multifamily Housing (Mid-Rise)	221	1,054	DUs	T = 5.45(X) - 1.75	5,743	50%	2,872	50%	2,871	31.5%	1,807	0%	0	3,936	50%	1,968	50%	1,968
Shopping Center	820	212,592	SF	Ln(T) = 0.68 Ln(X) + 5.57	10,040	50%	5,020	50%	5,020	18.0%	1,807	34%	2,799	5,434	50%	2,717	50%	2,717
Sub Total					***15,783***		***7,892***		***7,891***		***3,614***		***2,799***	***9,370***		***4,685***		***4,685***
TAZ 94 - Parcels 18-5, 18-6, 18-7, 18-8, 19-1, 25-7, 25-8, 25-9, 25-10, and 25-11																		
Single Family Detached Housing	210	806	DUs	Ln(T) = 0.92 Ln(X) + 2.71	7,092	50%	3,546	50%	3,546	9.4%	664	0%	0	6,428	50%	3,214	50%	3,214
Multifamily Housing (Low-Rise)	220	375	DUs	T = 7.56(X) - 40.86	2,794	50%	1,397	50%	1,397	9.4%	261	0%	0	2,533	50%	1,267	50%	1,266
Shopping Center	820	79,392	SF	Ln(T) = 0.68 Ln(X) + 5.57	5,139	50%	2,570	50%	2,569	18.0%	925	34%	1,433	2,781	50%	1,391	50%	1,390
Sub Total					***15,025***		***7,513***		***7,512***		***1,850***		***1,433***	***11,742***		***5,872***		***5,870***
TAZ 97 - Parcels 18-1, 18-2, 18-3, and 18-4																		
Single Family Detached Housing	210	413	DUs	Ln(T) = 0.92 Ln(X) + 2.71	3,834	50%	1,917	50%	1,917	24.5%	941	0%	0	2,893	50%	1,447	50%	1,446
Multifamily Housing (Low-Rise)	220	82	DUs	T = 7.56(X) - 40.86	579	50%	290	50%	289	24.5%	142	0%	0	437	50%	219	50%	218
Multifamily Housing (Mid-Rise)	221	111	DUs	T = 5.45(X) - 1.75	603	50%	302	50%	301	24.5%	148	0%	0	455	50%	228	50%	227
Shopping Center	820	120,922	SF	Ln(T) = 0.68 Ln(X) + 5.57	6,841	50%	3,421	50%	3,420	18.0%	1,231	34%	1,907	3,703	50%	1,852	50%	1,851
Sub Total					***11,857***		***5,930***		***5,927***		***2,462***		***1,907***	***7,488***		***3,746***		***3,742***
TAZ 98 - Parcel 17-6																		
Single Family Detached Housing	210	115	DUs	Ln(T) = 0.92 Ln(X) + 2.71	1,182	50%	591	50%	591	0%	0	0%	0	1,182	50%	591	50%	591
Sub Total					***1,182***		***591***		***591***		***0***		***0***	***1,182***		***591***		***591***
TAZ 128 - Parcels 17-2, 17-3, 17-4, and 17-5																		
Single Family Detached Housing	210	255	DUs	Ln(T) = 0.92 Ln(X) + 2.71	2,460	50%	1,230	50%	1,230	10.1%	250	0%	0	2,210	50%	1,105	50%	1,105
Multifamily Housing (Low-Rise)	220	142	DUs	T = 7.56(X) - 40.86	1,033	50%	517	50%	516	10.1%	105	0%	0	928	50%	464	50%	464
Multifamily Housing (Mid-Rise)	221	305	DUs	T = 5.45(X) - 1.75	1,661	50%	831	50%	830	10.1%	169	0%	0	1,492	50%	746	50%	746
Shopping Center	820	34,317	SF	Ln(T) = 0.68 Ln(X) + 5.57	2,905	50%	1,453	50%	1,452	18.0%	523	34%	810	1,572	50%	786	50%	786
Sub Total					***8,059***		***4,031***		***4,028***		***1,047***		***810***	***6,202***		***3,101***		***3,101***
TAZ 129 - Parcels 17-1, 17-7, and 17-8																		
Single Family Detached Housing	210	263	DUs	Ln(T) = 0.92 Ln(X) + 2.71	2,531	50%	1,266	50%	1,265	5.9%	150	0%	0	2,381	50%	1,191	50%	1,190
Multifamily Housing (Mid-Rise)	221	418	DUs	T = 5.45(X) - 1.75	2,276	50%	1,138	50%	1,138	5.9%	135	0%	0	2,141	50%	1,071	50%	1,070
Elementary School	520	800	Students	T = 2.13(X) - 184.07	1,520	50%	760	50%	760	0.0%	0	0%	0	1,520	50%	760	50%	760
Shopping Center	820	14,112	SF	Ln(T) = 0.68 Ln(X) + 5.57	1,588	50%	794	50%	794	17.9%	285	34%	443	860	50%	430	50%	430
Sub Total					***7,915***		***3,958***		***3,957***		***570***		***443***	***6,902***		***3,452***		***3,450***
TAZ 130 - Parcels 16A-2 and 16A-3																		
Multifamily Housing (Mid-Rise)	221	227	DUs	T = 5.45(X) - 1.75	1,235	50%	618	50%	617	44.0%	543	0%	0	692	50%	346	50%	346
Shopping Center	820	179,083	SF	Ln(T) = 0.68 Ln(X) + 5.57	8,935	50%	4,468	50%	4,467	6.1%	543	34%	2,853	5,539	50%	2,770	50%	2,769
Sub Total					***10,170***		***5,086***		***5,084***		***1,086***		***2,853***	***6,231***		***3,116***		***3,115***
TAZ 131 - Parcel 16A-1																		
Multifamily Housing (Mid-Rise)	221	351	DUs	T = 5.45(X) - 1.75	1,911	50%	956	50%	955	0%	0	0%	0	1,911	50%	956	50%	955
Sub Total					***1,911***		***956***		***955***		***0***		***0***	***1,911***		***956***		***955***
DSAP 2 Total					***147,821***		***73,921***		***73,900***		***15,169***		***13,533***	***119,119***		***59,570***		***59,549***

Note: To calculate the daily trip generation for a Resort Hotel (ITE Land Use Code 330), the PM peak hour trip generation rate was divided by a K-factor of 0.09.

Table 13 – Phase V (2047) PM Peak Hour Trip Generation Estimates

PM Peak Hour																			
Land Use	ITE Land Use Code	Sq. Ft. or Number of Units	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trip Ends	Gross Trips				Internal Capture		Pass-by		Net New External				
						Entering		Exiting						Total Trip Ends	Entering		Exiting	
						%	Volume	%	Volume	%	Volume	%	Volume		%	Volume	%	Volume
TAZ 27 - Parcels 14-3, 14-4, 14-5, 14-6, 14-7, and 14-8																		
Single Family Detached Housing	210	679	DUs	Ln(T) = 0.96 Ln(X) + 0.20	639	63%	403	37%	236	8%	49	0%	0	590	63%	372	37%	218
Multifamily Housing (Low-Rise)	220	157	DUs	Ln(T) = 0.89 Ln(X) - 0.02	88	63%	55	37%	33	8%	7	0%	0	81	63%	51	37%	30
Multifamily Housing (Mid-Rise)	221	169	DUs	Ln(T) = 0.96 Ln(X) - 0.63	73	61%	45	39%	28	8%	6	0%	0	67	61%	41	39%	26
Shopping Center	820	52,030	SF	Ln(T) = 0.74 Ln(X) + 2.89	335	48%	161	52%	174	18%	61	34%	93	181	48%	87	52%	94
Sub Total					***1,135***		***664***		***471***	***10.8%***	***123***		***93***	***919***		***551***		***368***
TAZ 28 - Parcels 14-1, 14-2, 21-1, 21-2, 21-3, 21-4, 21-5, and 21-6																		
Single Family Detached Housing	210	488	DUs	Ln(T) = 0.96 Ln(X) + 0.20	465	63%	293	37%	172	6%	28	0%	0	437	63%	275	37%	162
Multifamily Housing (Low-Rise)	220	111	DUs	Ln(T) = 0.89 Ln(X) - 0.02	65	63%	41	37%	24	6%	4	0%	0	61	63%	38	37%	23
Multifamily Housing (Mid-Rise)	221	116	DUs	Ln(T) = 0.96 Ln(X) - 0.63	51	61%	31	39%	20	6%	3	0%	0	48	61%	29	39%	19
Shopping Center	820	24,730	SF	Ln(T) = 0.74 Ln(X) + 2.89	193	48%	93	52%	100	18%	35	34%	54	104	48%	50	52%	54
Sub Total					***774***		***458***		***316***	***9.0%***	***70***		***54***	***650***		***392***		***258***
TAZ 29 - Parcels 22-7 and 22-8																		
Elementary School	520	800	Students	T = 0.17(X)	136	48%	65	52%	71	0%	0	0%	0	136	48%	65	52%	71
Sub Total					***136***		***65***		***71***		***0***		***0***	***136***		***65***		***71***
TAZ 30 - Parcels 19-3, 19-4, 20-1, 20-2, 20-3, 20-4, and 20-5																		
Single Family Detached Housing	210	1,118	DUs	Ln(T) = 0.96 Ln(X) + 0.20	1,031	63%	650	37%	381	0%	0	0%	0	1,031	63%	650	50%	381
Multifamily Housing (Low-Rise)	220	193	DUs	Ln(T) = 0.89 Ln(X) - 0.02	106	63%	67	37%	39	0%	0	0%	0	106	63%	67	37%	39
Sub Total					***1,137***		***717***		***420***		***0***		***0***	***1,137***		***717***		***420***
TAZ 31 - Parcels 20-6, 22-1, 22-2, 22-3, 22-4, 22-5, and 22-6																		
Single Family Detached Housing	210	558	DUs	Ln(T) = 0.96 Ln(X) + 0.20	529	63%	333	37%	196	16%	86	0%	0	443	63%	279	50%	164
Multifamily Housing (Low-Rise)	220	54	DUs	Ln(T) = 0.89 Ln(X) - 0.02	34	63%	21	37%	13	16%	6	0%	0	28	63%	18	50%	10
Shopping Center	820	90,437	SF	Ln(T) = 0.74 Ln(X) + 2.89	504	48%	242	52%	262	18%	92	34%	140	272	48%	131	50%	141
Sub Total					***1,067***		***596***		***471***	***17.2%***	***184***		***140***	***743***		***428***		***315***
TAZ 32 - Parcels 24-1 and 24-2																		
Single Family Detached Housing	210	382	DUs	Ln(T) = 0.96 Ln(X) + 0.20	368	63%	232	37%	136	0%	0	0%	0	368	63%	232	50%	136
Multifamily Housing (Low-Rise)	220	72	DUs	Ln(T) = 0.89 Ln(X) - 0.02	44	63%	28	37%	16	0%	0	0%	0	44	63%	28	50%	16
Elementary School	520	800	Students	T = 0.17(X)	136	48%	65	52%	71	0%	0	0%	0	136	48%	65	52%	71
Sub Total					***548***		***325***		***223***		***0***		***0***	***548***		***325***		***223***
TAZ 89 - Parcels 24-3 and 24-4																		
Single Family Detached Housing	210	568	DUs	Ln(T) = 0.96 Ln(X) + 0.20	538	63%	339	37%	199	0%	0	0%	0	538	63%	339	50%	199
Sub Total					***538***		***339***		***199***		***0***		***0***	***538***		***339***		***199***
TAZ 90 - Parcel 19-2																		
Multifamily Housing (Low-Rise)	220	2,500	DUs	Ln(T) = 0.89 Ln(X) - 0.02	1,036	63%	653	37%	383	1%	13	0%	0	1,023	63%	644	50%	379
Resort Hotel	330	400 Rooms (258ksf building)	Rooms	T = 0.52(X) - 55.42	153	43%	66	57%	87	7%	11	0%	0	142	43%	61	50%	81
Golf Course	430	200	Acres	T = 0.28(X)	56	34%	19	66%	37	7%	4	0%	0	52	34%	18	50%	34
Sub Total					***1,245***		***738***		***507***	***2.2%***	***28***		***0***	***1,217***		***723***		***494***
TAZ 93 - Parcels 25-4, 25-5, and 25-6																		
Multifamily Housing (Mid-Rise)	221	1,054	DUs	Ln(T) = 0.96 Ln(X) - 0.63	425	61%	259	39%	166	39%	165	0%	0	260	61%	159	50%	101
Shopping Center	820	212,592	SF	Ln(T) = 0.74 Ln(X) + 2.89	950	48%	456	52%	494	17%	165	34%	267	518	48%	249	50%	269
Sub Total					***1,375***		***715***		***660***	***24.0%***	***330***		***267***	***778***		***408***		***370***
TAZ 94 - Parcels 18-5, 18-6, 18-7, 18-8, 19-1, 25-7, 25-8, 25-9, 25-10, and 25-11																		
Single Family Detached Housing	210	806	DUs	Ln(T) = 0.96 Ln(X) + 0.20	753	63%	474	37%	279	9%	67	0%	0	686	63%	432	50%	254
Multifamily Housing (Low-Rise)	220	375	DUs	Ln(T) = 0.89 Ln(X) - 0.02	192	63%	121	37%	71	9%	17	0%	0	175	63%	110	50%	65
Shopping Center	820	79,392	SF	Ln(T) = 0.74 Ln(X) + 2.89	458	48%	220	52%	238	18%	84	34%	127	247	48%	119	50%	128
Sub Total					***1,403***		***815***		***588***	***12.0%***	***168***		***127***	***1,108***		***661***		***447***
TAZ 97 - Parcels 18-1, 18-2, 18-3, and 18-4																		
Single Family Detached Housing	210	413	DUs	Ln(T) = 0.96 Ln(X) + 0.20	396	63%	249	37%	147	23%	92	0%	0	304	63%	192	50%	112
Multifamily Housing (Low-Rise)	220	82	DUs	Ln(T) = 0.89 Ln(X) - 0.02	50	63%	32	37%	18	23%	12	0%	0	38	63%	24	50%	14
Multifamily Housing (Mid-Rise)	221	111	DUs	Ln(T) = 0.96 Ln(X) - 0.63	49	61%	30	39%	19	23%	11	0%	0	38	61%	23	50%	15
Shopping Center	820	120,922	SF	Ln(T) = 0.74 Ln(X) + 2.89	625	48%	300	52%	325	18%	115	34%	173	337	48%	162	50%	175
Sub Total					***1,120***		***611***		***509***	***20.5%***	***230***		***173***	***717***		***401***		***316***
TAZ 98 - Parcel 17-6																		
Single Family Detached Housing	210	115	DUs	Ln(T) = 0.96 Ln(X) + 0.20	116	63%	73	37%	43	0%	0	0%	0	116	63%	73	50%	43
Sub Total					***116***		***73***		***43***		***0***		***0***	***116***		***73***		***43***
TAZ 128 - Parcels 17-2, 17-3, 17-4, and 17-5																		
Single Family Detached Housing	210	255	DUs	Ln(T) = 0.96 Ln(X) + 0.20	250	63%	158	37%	92	5%	11	0%	0	239	63%	151	50%	88
Multifamily Housing (Low-Rise)	220	142	DUs	Ln(T) = 0.89 Ln(X) - 0.02	81	63%	51	37%	30	5%	4	0%	0	77	63%	49	50%	28
Multifamily Housing (Mid-Rise)	221	305	DUs	Ln(T) = 0.96 Ln(X) - 0.63	129	61%	79	39%	50	5%	6	0%	0	123	61%	75	50%	48
Shopping Center	820	34,317	SF	Ln(T) = 0.74 Ln(X) + 2.89	246	48%	118	52%	128	16%	40	34%	70	136	48%	65	50%	71
Sub Total					***706***		***406***		***300***	***8.6%***	***61***		***70***	***575***		***340***		***235***
TAZ 129 - Parcels 17-1, 17-7, and 17-8																		
Single Family Detached Housing	210	263	DUs	Ln(T) = 0.96 Ln(X) + 0.20	257	63%	162	37%	95	5%	14	0%	0	243	63%	153	50%	90
Multifamily Housing (Mid-Rise)	221	418	DUs	Ln(T) = 0.96 Ln(X) - 0.63	175	61%	107	39%	68	5%	9	0%	0	166	61%	101	50%	65
Elementary School	520	800	Students	T = 0.17(X)	136	48%	65	52%	71	0%	0	0%	0	136	48%	65	52%	71
Shopping Center	820	14,112	SF	Ln(T) = 0.74 Ln(X) + 2.89	128	48%	61	52%	67	18%	23	34%	36	69	48%	33	50%	36
Sub Total					***696***		***395***		***301***	***6.6%***	***46***		***36***	***614***		***352***		***262***
TAZ 130 - Parcels 16A-2 and 16A-3																		
Multifamily Housing (Mid-Rise)	221	227	DUs	Ln(T) = 0.96 Ln(X) - 0.63	97	61%	59	39%	38	44%	43	0%	0	54	61%	33	50%	21
Shopping Center	820	179,083	SF	Ln(T) = 0.74 Ln(X) + 2.89	836	48%	401	52%	435	5%	43	34%	270	523	48%	251	50%	272
Sub Total					***933***		***460***		***473***	***9.2%***	***86***		***270***	***577***		***284***		***293***
TAZ 131 - Parcel 16A-1																		
Multifamily Housing (Mid-Rise)	221	351	DUs	Ln(T) = 0.96 Ln(X) - 0.63	148	61%	90	39%	58	0%	0	0%	0	148	61%	90	50%	58
Sub Total					***148***		***90***		***58***		***0***		***0***	***148***		***90***		***58***
DSAP 2 Total					***13,077***		***7,467***		***5,610***		***1,326***		***1,230***	***10,521***		***6,149***		***4,372***

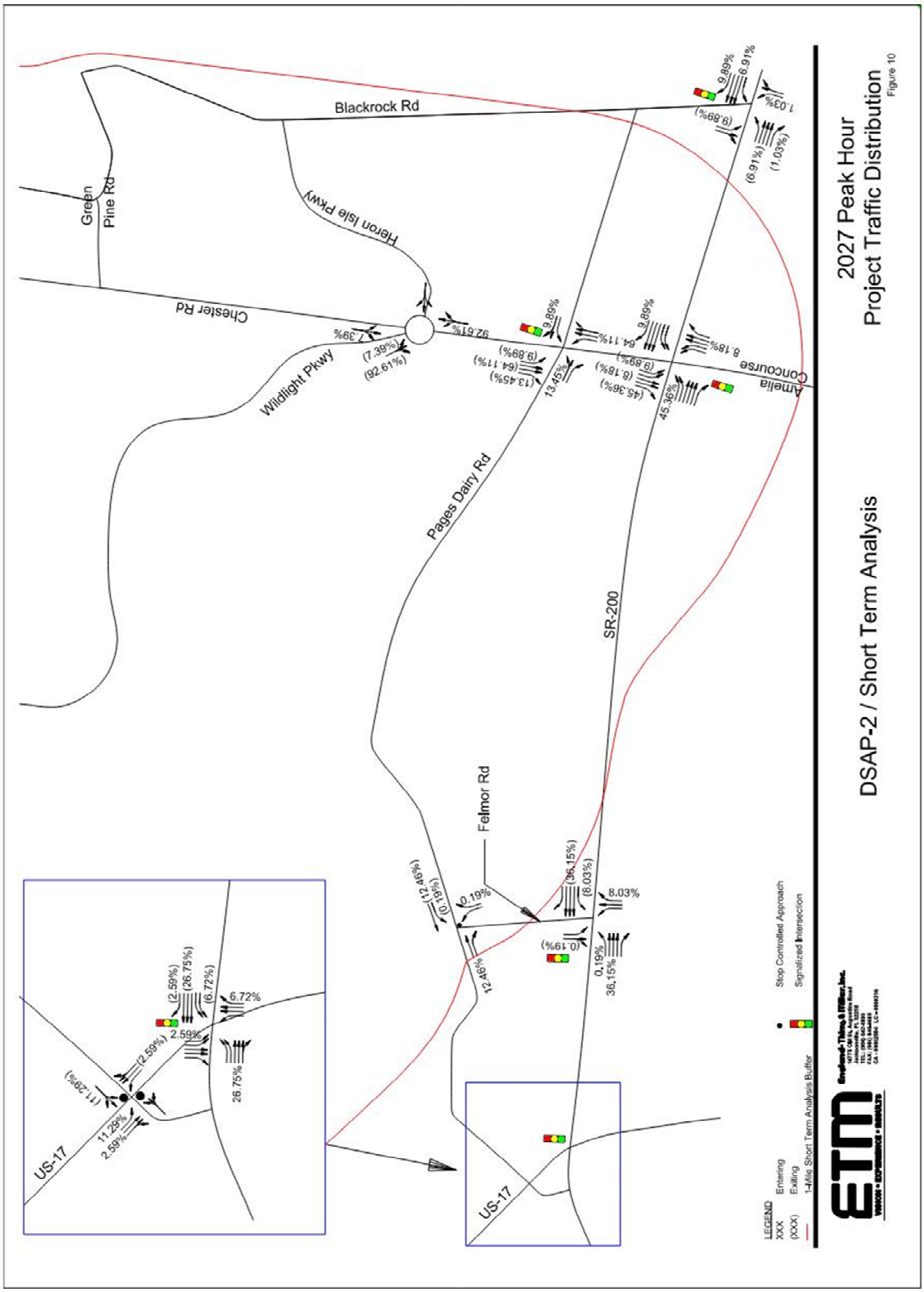
Table 14 – Phase VI (2052) Daily Trip Generation Estimates

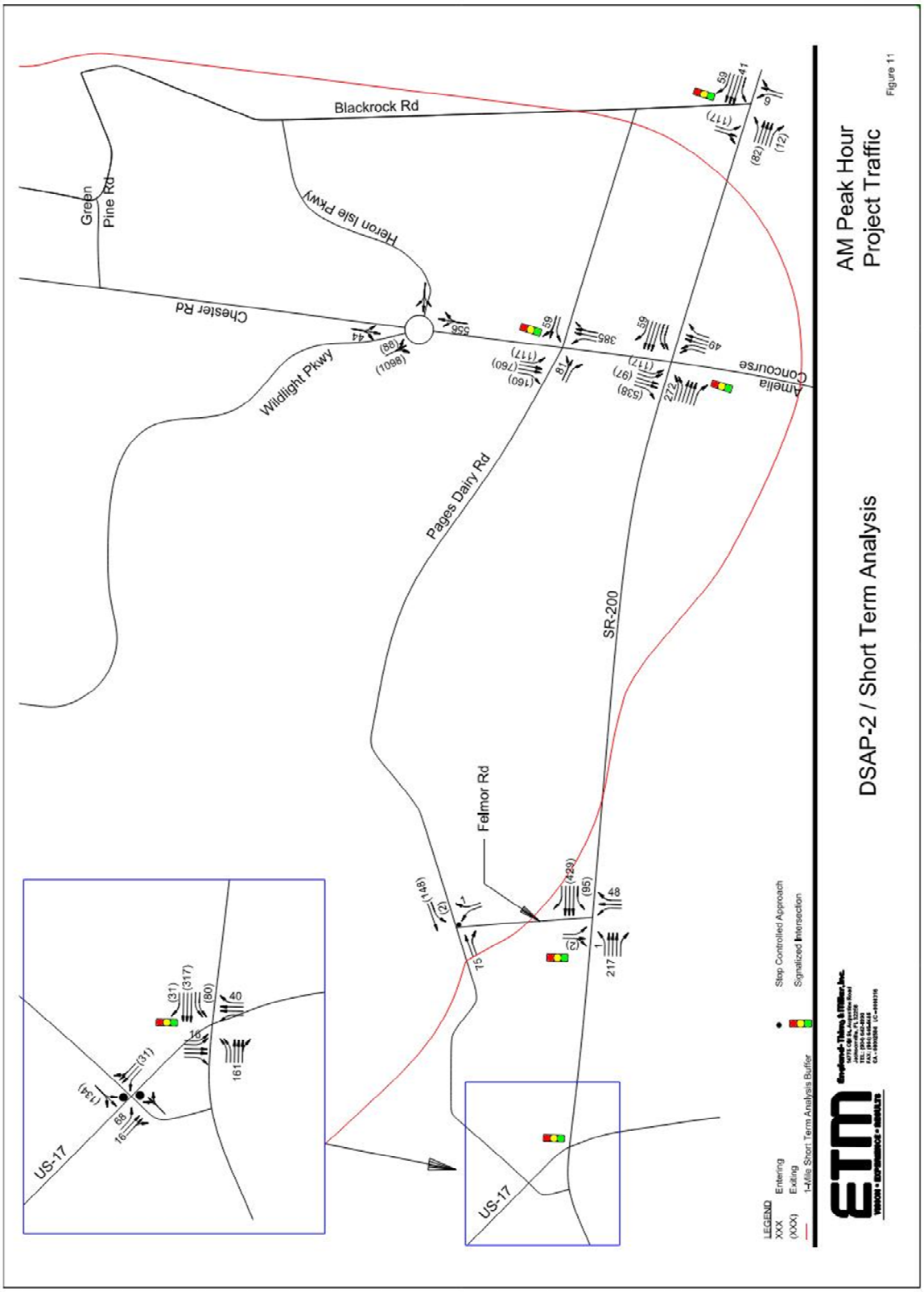
Daily																		
Land Use	ITE Land Use Code	Sq. Ft. or Number of Units	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trip Ends	Gross Trips				Internal Capture		Pass-by		Net New External				
						Entering		Exiting						Total Trip Ends	Entering		Exiting	
						%	Volume	%	Volume	%	Volume	%	Volume		%	Volume	%	Volume
TAZ 27 - Parcels 14-3, 14-4, 14-5, 14-6, 14-7, and 14-8																		
Single Family Detached Housing	210	679	DUs	Ln(T) = 0.92 Ln(X) + 2.71	6,057	50%	3,029	50%	3,028	8.5%	518	0%	0	5,539	50%	2,770	50%	2,769
Multifamily Housing (Low-Rise)	220	157	DUs	T = 7.56(X) - 40.86	1,146	50%	573	50%	573	8.5%	98	0%	0	1,048	50%	524	50%	524
Multifamily Housing (Mid-Rise)	221	169	DUs	T = 5.45(X) - 1.75	919	50%	460	50%	459	8.5%	79	0%	0	840	50%	420	50%	420
Shopping Center	820	52,030	SF	Ln(T) = 0.68 Ln(X) + 5.57	3,855	50%	1,928	50%	1,927	18.0%	694	34%	1,075	2,086	50%	1,043	50%	1,043
Sub Total					***11,977***		***5,990***		***5,987***		***1,389***		***1,075***	***9,513***		***4,757***		***4,756***
TAZ 28 - Parcels 14-1, 14-2, 21-1, 21-2, 21-3, 21-4, 21-5, and 21-6																		
Single Family Detached Housing	210	488	DUs	Ln(T) = 0.92 Ln(X) + 2.71	4,470	50%	2,235	50%	2,235	7.1%	317	0%	0	4,153	50%	2,077	50%	2,076
Multifamily Housing (Low-Rise)	220	111	DUs	T = 7.56(X) - 40.86	798	50%	399	50%	399	7.1%	57	0%	0	741	50%	371	50%	370
Multifamily Housing (Mid-Rise)	221	116	DUs	T = 5.45(X) - 1.75	630	50%	315	50%	315	7.1%	45	0%	0	585	50%	293	50%	292
Shopping Center	820	24,730	SF	Ln(T) = 0.68 Ln(X) + 5.57	2,325	50%	1,163	50%	1,162	18.0%	418	34%	648	1,259	50%	630	50%	629
Sub Total					***8,223***		***4,112***		***4,111***		***837***		***648***	***6,738***		***3,371***		***3,367***
TAZ 29 - Parcels 22-7 and 22-8																		
Elementary School	520	800	Students	T = 2.13(X) - 184.07	1,520	50%	760	50%	760	0%	0	0%	0	1,520	50%	760	50%	760
Middle School/Junior High School	522	0	Students	Ln(T) = 0.97 Ln(X) + 0.95	0	50%	0	50%	0	0%	0	0%	0	0	50%	0	50%	0
High School	525	0	Students	T = 1.94(X)	0	50%	0	50%	0	0%	0	0%	0	0	50%	0	50%	0
Shopping Center	820	0	SF	Ln(T) = 0.68 Ln(X) + 5.57	0	50%	0	50%	0	0%	0	34%	0	0	50%	0	50%	0
Sub Total					***1,520***		***760***		***760***		***0***		***0***	***1,520***		***760***		***760***
TAZ 30 - Parcels 19-3, 19-4, 20-1, 20-2, 20-3, 20-4, and 20-5																		
Single Family Detached Housing	210	1,118	DUs	Ln(T) = 0.92 Ln(X) + 2.71	9,583	50%	4,792	50%	4,791	0%	0	0%	0	9,583	50%	4,792	50%	4,791
Multifamily Housing (Low-Rise)	220	193	DUs	T = 7.56(X) - 40.86	1,418	50%	709	50%	709	0%	0	0%	0	1,418	50%	709	50%	709
Sub Total					***11,001***		***5,501***		***5,500***		***0***		***0***	***11,001***		***5,501***		***5,500***
TAZ 31 - Parcels 20-6, 22-1, 22-2, 22-3, 22-4, 22-5, and 22-6																		
Single Family Detached Housing	210	558	DUs	Ln(T) = 0.92 Ln(X) + 2.71	5,056	50%	2,528	50%	2,528	18.6%	943	0%	0	4,113	50%	2,057	50%	2,056
Multifamily Housing (Low-Rise)	220	54	DUs	T = 7.56(X) - 40.86	367	50%	184	50%	183	18.6%	68	0%	0	299	50%	150	50%	149
Shopping Center	820	90,437	SF	Ln(T) = 0.68 Ln(X) + 5.57	5,615	50%	2,808	50%	2,807	18.0%	1,011	34%	1,565	3,039	50%	1,520	50%	1,519
Sub Total					***11,038***		***5,520***		***5,518***		***2,022***		***1,565***	***7,451***		***3,727***		***3,724***
TAZ 32 - Parcels 24-1 and 24-2																		
Single Family Detached Housing	210	382	DUs	Ln(T) = 0.92 Ln(X) + 2.71	3,568	50%	1,784	50%	1,784	0%	0	0%	0	3,568	50%	1,784	50%	1,784
Multifamily Housing (Low-Rise)	220	72	DUs	T = 7.56(X) - 40.86	503	50%	252	50%	251	0%	0	0%	0	503	50%	252	50%	251
Elementary School	520	800	Students	T = 2.13(X) - 184.07	1,520	50%	760	50%	760	0%	0	0%	0	1,520	50%	760	50%	760
Sub Total					***5,591***		***2,796***		***2,795***		***0***		***0***	***5,591***		***2,796***		***2,795***
TAZ 33 - Parcels 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, and 23-10																		
Single Family Detached Housing	210	597	DUs	Ln(T) = 0.92 Ln(X) + 2.71	5,381	50%	2,691	50%	2,690	10.7%	577	0%	0	4,804	50%	2,402	50%	2,402
Multifamily Housing (Low-Rise)	220	279	DUs	T = 7.56(X) - 40.86	2,068	50%	1,034	50%	1,034	10.7%	222	0%	0	1,846	50%	923	50%	923
Shopping Center	820	64,020	SF	Ln(T) = 0.68 Ln(X) + 5.57	4,439	50%	2,220	50%	2,219	18.0%	799	34%	1,238	2,402	50%	1,201	50%	1,201
Sub Total					***11,888***		***5,945***		***5,943***		***1,598***		***1,238***	***9,052***		***4,526***		***4,526***
TAZ 89 - Parcels 24-3 and 24-4																		
Single Family Detached Housing	210	568	DUs	Ln(T) = 0.92 Ln(X) + 2.71	5,140	50%	2,570	50%	2,570	0%	0	0%	0	5,140	50%	2,570	50%	2,570
Sub Total					***5,140***		***2,570***		***2,570***		***0***		***0***	***5,140***		***2,570***		***2,570***
TAZ 90 - Parcel 19-2																		
Multifamily Housing (Low-Rise)	220	3,289	DUs	T = 7.56(X) - 40.86	24,824	50%	12,412	50%	12,412	0.6%	139	0%	0	24,685	50%	12,343	50%	12,342
Resort Hotel	330	400 Rooms (446ksf building)	Rooms	T = (0.41(X))/(0.09)	1,822	50%	911	50%	911	6.4%	116	0%	0	1,706	50%	853	50%	853
Golf Course	430	200	Acres	T = 3.74(X)	748	50%	374	50%	374	4.9%	37	0%	0	711	50%	356	50%	355
Sub Total					***27,394***		***13,697***		***13,697***		***292***		***0***	***27,102***		***13,552***		***13,550***
TAZ 91 - Parcels 23-1, 23-2, 23-3, and 23-4																		
Single Family Detached Housing	210	91	DUs	Ln(T) = 0.92 Ln(X) + 2.71	953	50%	477	50%	476	30.8%	294	0%	0	659	50%	330	50%	329
Multifamily Housing (Low-Rise)	220	184	DUs	T = 7.56(X) - 40.86	1,350	50%	675	50%	675	30.8%	416	0%	0	934	50%	467	50%	467
Shopping Center	820	53,803	SF	Ln(T) = 0.68 Ln(X) + 5.57	3,944	50%	1,972	50%	1,972	18.0%	710	34%	1,100	2,134	50%	1,067	50%	1,067
Sub Total					***6,247***		***3,124***		***3,123***		***1,420***		***1,100***	***3,727***		***1,864***		***1,863***
TAZ 92 - Parcels 25-1, 25-2, and 26-1																		
Single Family Detached Housing	210	177	DUs	Ln(T) = 0.92 Ln(X) + 2.71	1,758	50%	879	50%	879	0%	0	0%	0	1,758	50%	879	50%	879
Multifamily Housing (Low-Rise)	220	198	DUs	T = 7.56(X) - 40.86	1,456	50%	728	50%	728	0%	0	0%	0	1,456	50%	728	50%	728
Sub Total					***3,214***		***1,607***		***1,607***		***0***		***0***	***3,214***		***1,607***		***1,607***
TAZ 93 - Parcels 25-4, 25-5, and 25-6																		
Multifamily Housing (Mid-Rise)	221	1,054	DUs	T = 5.45(X) - 1.75	5,743	50%	2,872	50%	2,871	31.5%	1,807	0%	0	3,936	50%	1,968	50%	1,968
Shopping Center	820	212,592	SF	Ln(T) = 0.68 Ln(X) + 5.57	10,040	50%	5,020	50%	5,020	18.0%	1,807	34%	2,799	5,434	50%	2,717	50%	2,717
Sub Total					***15,783***		***7,892***		***7,891***		***3,614***		***2,799***	***9,370***		***4,685***		***4,685***
TAZ 94 - Parcels 18-5, 18-6, 18-7, 18-8, 19-1, 25-7, 25-8, 25-9, 25-10, and 25-11																		
Single Family Detached Housing	210	806	DUs	Ln(T) = 0.92 Ln(X) + 2.71	7,092	50%	3,546	50%	3,546	9.4%	664	0%	0	6,428	50%	3,214	50%	3,214
Multifamily Housing (Low-Rise)	220	375	DUs	T = 7.56(X) - 40.86	2,794	50%	1,397	50%	1,397	9.4%	261	0%	0	2,533	50%	1,267	50%	1,266
Shopping Center	820	79,392	SF	Ln(T) = 0.68 Ln(X) + 5.57	5,139	50%	2,570	50%	2,569	18.0%	925	34%	1,433	2,781	50%	1,391	50%	1,390
Sub Total					***15,025***		***7,513***		***7,512***		***1,850***		***1,433***	***11,742***		***5,872***		***5,870***
TAZ 95 - Parcel 26-4																		
Shopping Center	820	41,400	SF	Ln(T) = 0.68 Ln(X) + 5.57	3,301	50%	1,651	50%	1,650	0%	0	34%	1,122	2,179	50%	1,090	50%	1,089
Sub Total					***3,301***		***1,651***		***1,650***		***0***		***1,122***	***2,179***		***1,090***		***1,089***
TAZ 96 - Parcels 25-3, 25-12, 26-2, and 26-3																		
Single Family Detached Housing	210	385	DUs	Ln(T) = 0.92 Ln(X) + 2.71	3,594	50%	1,797	50%	1,797	0%	0	0%	0	3,594	50%	1,797	50%	1,797
Multifamily Housing (Low-Rise)	220	162	DUs	T = 7.56(X) - 40.86	1,184	50%	592	50%	592	0%	0	0%	0	1,184	50%	592	50%	592
Sub Total					***4,778***		***2,389***		***2,389***		***0***		***0***	***4,778***		***2,389***		***2,389***
TAZ 97 - Parcels 18-1, 18-2, 18-3, and 18-4																		
Single Family Detached Housing	210	413	DUs	Ln(T) = 0.92 Ln(X) + 2.71	3,834	50%	1,917	50%	1,917	24.5%	941	0%	0	2,893	50%	1,447	50%	1,446
Multifamily Housing (Low-Rise)	220	82	DUs	T = 7.56(X) - 40.86	579	50%	290	50%	289	24.5%	142	0%	0	437	50%	219	50%	218
Multifamily Housing (Mid-Rise)	221	111	DUs	T = 5.45(X) - 1.75	603	50%	302	50%	301	24.5%	148	0%	0	455	50%	228	50%	227
Shopping Center	820	120,922	SF	Ln(T) = 0.68 Ln(X) + 5.57	6,841	50%	3,421	50%	3,420	18.0%	1,231	34%	1,907	3,703	50%	1,852	50%	1,851
Sub Total					***11,857***		***5,930***		***5,927***		***2,462***		***1,907***	***7,488***		***3,746***		***3,742***
TAZ 98 - Parcel 17-6																		
Single Family Detached Housing	210	115	DUs	Ln(T) = 0.92 Ln(X) + 2.71	1,182	50%	591	50%	591	0%	0	0%	0	1,182	50%	591	50%	591
Sub Total					***1,182***		***591***		***591***		***0***		***0***	***1,182***		***591***		***591***
TAZ 128 - Parcels 17-2, 17-3, 17-4, and 17-5																		
Single Family Detached Housing	210	255	DUs	Ln(T) = 0.92 Ln(X) + 2.71	2,460	50%	1,230	50%	1,230	10.1%	250	0%	0	2,210	50%	1,105	50%	1,105
Multifamily Housing (Low-Rise)	220	142	DUs	T = 7.56(X) - 40.86	1,033	50%	517	50%	516	10.1%	105	0%	0	928	50%	464	50%	464
Multifamily Housing (Mid-Rise)	221	305	DUs	T = 5.45(X) - 1.75	1,661	50%	831	50%	830	10.1%	169	0%	0	1,492	50%	746	50%	746
Shopping Center	820	34,317	SF	Ln(T) = 0.68 Ln(X) + 5.57	2,905	50%	1,453	50%	1,452	18.0%	523	34%	810	1,572	50%	786	50%	786
Sub Total					***8,059***		***4,031***		***4,028***		***1,047***		***810***	***6,202***		***3,101***		***3,101***
TAZ 129 - Parcels 17-1, 17-7, and 17-8																		
Single Family Detached Housing	210	263	DUs	Ln(T) = 0.92 Ln(X) + 2.71	2,531	50%	1,266	50%	1,265	5.9%	150	0%	0	2,381	50%	1,191	50%	1,190
Multifamily Housing (Mid-Rise)	221	418	DUs	T = 5.45(X) - 1.75	2,276	50%	1,138	50%	1,138	5.9%	135	0%	0	2,141	50%	1,071	50%	1,070
Elementary School	520	800	Students	T = 2.13(X) - 184.07	1,520	50%	760	50%	760	0.0%	0	0%	0	1,520	50%	760	50%	760
Shopping Center	820	14,112	SF	Ln(T) = 0.68 Ln(X) + 5.57	1,588	50%	794	50%	794	17.9%	285	34%	443	860	50%	430	50%	430
Sub Total					***7,915***		***3,958***		***3,957***		***570***		***443***	***6,902***		***3,452***		***3,450***
TAZ 130 - Parcels 16A-2 and 16A-3																		
Multifamily Housing (Mid-Rise)	221	227	DUs	T = 5.45(X) - 1.75	1,235	50%	618	50%	617	44.0%	543	0%	0	692	50%	346	50%	346
Shopping Center	820	179,083	SF	Ln(T) = 0.68 Ln(X) + 5.57	8,935	50%	4,468	50%	4,467	6.1%	543	34%	2,853	5,539	50%	2,770	50%	2,769
Sub Total					***10,170***		***5,086***		***5,084***		***1,086***		***2,853***	***6,231***		***3,116***		***3,115***
TAZ 131 - Parcel 16A-1																		
Multifamily Housing (Mid-Rise)	221	351	DUs	T = 5.45(X) - 1.75	1,911	50%	956	50%	955	0%	0	0%	0	1,911	50%	956	50%	955
Sub Total					***1,911***		***956***		***955***		***0***		***0***	***1,911***		***956***		***955***
TAZ 132 - Parcels 26-5 and 26-6																		
Middle School/Junior High School	522	1,200	Students	Ln(T) = 0.79 Ln(X) + 2.21	2,468	50%	1,234	50%	1,234	0%	0	0%	0	2,468	50%	1,234	50%	1,234
High School	525	1,500	Students	Ln(T) = 0.76 Ln(X) + 2.46	3,035	50%	1,518	50%	1,517	0%	0	0%	0	3,035	50%	1,518	50%	1,517
Sub Total					***5,503***		***2,752***		***2,751***		***0***		***0***	***5,503***		***2,752***		***2,751***
DSAP 2 Total					***188,717***		***94,371***		***94,346***		***18,187***		***16,993***	***153,537***		***76,781***		***76,756***

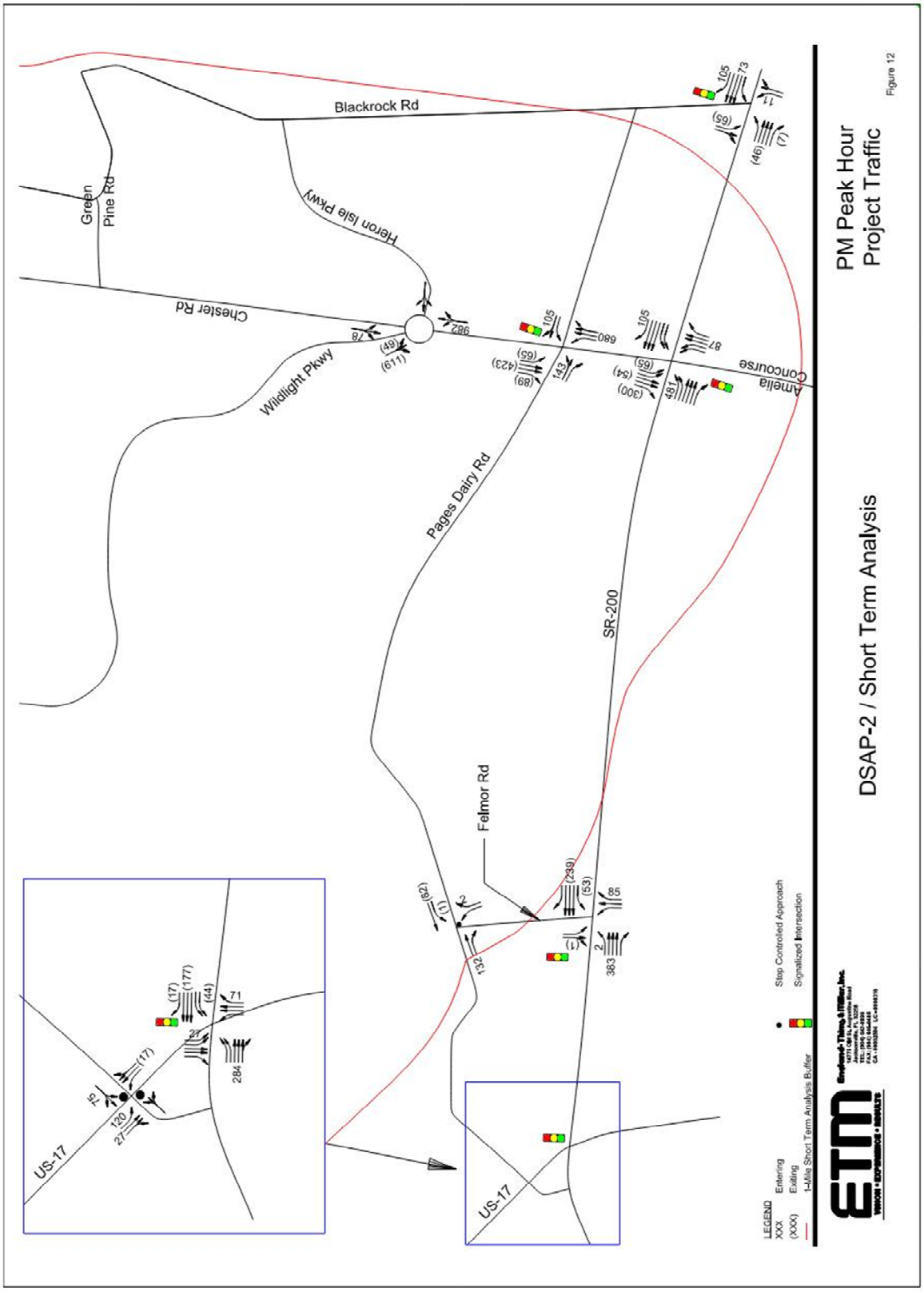
Note: To calculate the daily trip generation for a Resort Hotel (ITE Land Use Code 330), the PM peak hour trip generation rate was divided by a K-factor of 0.09.

Table 15 – Phase VI (2052) PM Peak Hour Trip Generation Estimates

PM Peak Hour																		
Land Use	ITE Land Use Code	Sq. Ft. or Number of Units	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trip Ends	Gross Trips				Internal Capture		Pass-by		Net New External				
						Entering		Exiting						Total Trip Ends	Entering		Exiting	
						%	Volume	%	Volume	%	Volume	%	Volume		%	Volume	%	Volume
TAZ 27 - Parcels 14-3, 14-4, 14-5, 14-6, 14-7, and 14-8																		
Single Family Detached Housing	210	679	DUs	Ln(T) = 0.96 Ln(X) + 0.20	639	63%	403	37%	236	8%	49	0%	0	590	63%	372	37%	218
Multifamily Housing (Low-Rise)	220	157	DUs	Ln(T) = 0.89 Ln(X) - 0.02	88	63%	55	37%	33	8%	7	0%	0	81	63%	51	37%	30
Multifamily Housing (Mid-Rise)	221	169	DUs	Ln(T) = 0.96 Ln(X) - 0.63	73	61%	45	39%	28	8%	6	0%	0	67	61%	41	39%	26
Shopping Center	820	52,030	SF	Ln(T) = 0.74 Ln(X) + 2.89	335	48%	161	52%	174	18%	61	34%	93	181	48%	87	52%	94
Sub Total					***1,135***		***664***		***471***	***10.8%***	***123***		***93***	***919***		***551***		***368***
TAZ 28 - Parcels 14-1, 14-2, 21-1, 21-2, 21-3, 21-4, 21-5, and 21-6																		
Single Family Detached Housing	210	488	DUs	Ln(T) = 0.96 Ln(X) + 0.20	465	63%	293	37%	172	6%	28	0%	0	437	63%	275	37%	162
Multifamily Housing (Low-Rise)	220	111	DUs	Ln(T) = 0.89 Ln(X) - 0.02	65	63%	41	37%	24	6%	4	0%	0	61	63%	38	37%	23
Multifamily Housing (Mid-Rise)	221	116	DUs	Ln(T) = 0.96 Ln(X) - 0.63	51	61%	31	39%	20	6%	3	0%	0	48	61%	29	39%	19
Shopping Center	820	24,730	SF	Ln(T) = 0.74 Ln(X) + 2.89	193	48%	93	52%	100	18%	35	34%	54	104	48%	50	52%	54
Sub Total					***774***		***458***		***316***	***9.0%***	***70***		***54***	***650***		***392***		***258***
TAZ 29 - Parcels 22-7 and 22-8																		
Elementary School	520	800	Students	T = 0.17(X)	136	48%	65	52%	71	0%	0	0%	0	136	48%	65	52%	71
Sub Total					***136***		***65***		***71***		***0***		***0***	***136***		***65***		***71***
TAZ 30 - Parcels 19-3, 19-4, 20-1, 20-2, 20-3, 20-4, and 20-5																		
Single Family Detached Housing	210	1,118	DUs	Ln(T) = 0.96 Ln(X) + 0.20	1,031	63%	650	37%	381	0%	0	0%	0	1,031	63%	650	50%	381
Multifamily Housing (Low-Rise)	220	193	DUs	Ln(T) = 0.89 Ln(X) - 0.02	106	63%	67	37%	39	0%	0	0%	0	106	63%	67	37%	39
Sub Total					***1,137***		***717***		***420***		***0***		***0***	***1,137***		***717***		***420***
TAZ 31 - Parcels 20-6, 22-1, 22-2, 22-3, 22-4, 22-5, and 22-6																		
Single Family Detached Housing	210	558	DUs	Ln(T) = 0.96 Ln(X) + 0.20	529	63%	333	37%	196	10%	53	0%	0	476	63%	300	50%	176
Multifamily Housing (Low-Rise)	220	54	DUs	Ln(T) = 0.89 Ln(X) - 0.02	34	63%	21	37%	13	10%	3	0%	0	31	63%	20	50%	11
Shopping Center	820	90,437	SF	Ln(T) = 0.74 Ln(X) + 2.89	504	48%	242	52%	262	18%	92	34%	140	272	48%	131	50%	141
Sub Total					***1,067***		***596***		***471***	***13.9%***	***148***		***140***	***779***		***451***		***328***
TAZ 32 - Parcels 24-1 and 24-2																		
Single Family Detached Housing	210	382	DUs	Ln(T) = 0.96 Ln(X) + 0.20	368	63%	232	37%	136	0%	0	0%	0	368	63%	232	50%	136
Multifamily Housing (Low-Rise)	220	72	DUs	Ln(T) = 0.89 Ln(X) - 0.02	44	63%	28	37%	16	0%	0	0%	0	44	63%	28	50%	16
Elementary School	520	800	Students	T = 0.17(X)	136	48%	65	52%	71	0%	0	0%	0	136	48%	65	52%	71
Sub Total					***548***		***325***		***223***		***0***		***0***	***548***		***325***		***223***
TAZ 33 - Parcels 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, and 23-10																		
Single Family Detached Housing	210	597	DUs	Ln(T) = 0.96 Ln(X) + 0.20	565	63%	356	37%	209	10%	57	0%	0	508	63%	320	50%	188
Multifamily Housing (Low-Rise)	220	279	DUs	Ln(T) = 0.89 Ln(X) - 0.02	147	63%	93	37%	54	10%	15	0%	0	132	63%	83	50%	49
Shopping Center	820	64,020	SF	Ln(T) = 0.74 Ln(X) + 2.89	391	48%	188	52%	203	18%	72	34%	108	211	48%	101	50%	110
Sub Total					***1,103***		***637***		***466***	***13.1%***	***144***		***108***	***851***		***504***		***347***
TAZ 89 - Parcels 24-3 and 24-4																		
Single Family Detached Housing	210	568	DUs	Ln(T) = 0.96 Ln(X) + 0.20	538	63%	339	37%	199	0%	0	0%	0	538	63%	339	50%	199
Sub Total					***538***		***339***		***199***		***0***		***0***	***538***		***339***		***199***
TAZ 90 - Parcel 19-2																		
Multifamily Housing (Low-Rise)	220	3,289	DUs	Ln(T) = 0.89 Ln(X) - 0.02	1,323	63%	833	37%	490	1%	13	0%	0	1,310	63%	825	50%	485
Resort Hotel	330	400 Rooms (258ksf building)	Rooms	T = 0.52(X) - 55.42	153	43%	66	57%	87	7%	11	0%	0	142	43%	61	50%	81
Golf Course	430	200	Acres	T = 0.28(X)	56	34%	19	66%	37	7%	4	0%	0	52	34%	18	50%	34
Sub Total					***1,532***		***918***		***614***	***1.8%***	***28***		***0***	***1,504***		***904***		***600***
TAZ 91 - Parcels 23-1, 23-2, 23-3, and 23-4																		
Single Family Detached Housing	210	91	DUs	Ln(T) = 0.96 Ln(X) + 0.20	93	63%	59	37%	34	32%	30	0%	0	63	63%	40	50%	23
Multifamily Housing (Low-Rise)	220	184	DUs	Ln(T) = 0.89 Ln(X) - 0.02	102	63%	64	37%	38	32%	33	0%	0	69	63%	43	50%	26
Shopping Center	820	53,803	SF	Ln(T) = 0.74 Ln(X) + 2.89	343	48%	165	52%	178	18%	63	34%	95	185	48%	89	50%	96
Sub Total					***538***		***288***		***250***	***23.4%***	***126***		***95***	***317***		***172***		***145***
TAZ 92 - Parcels 25-1, 25-2, and 26-1																		
Single Family Detached Housing	210	177	DUs	Ln(T) = 0.96 Ln(X) + 0.20	176	63%	111	37%	65		0	0%	0	176	63%	111	50%	65
Multifamily Housing (Low-Rise)	220	198	DUs	Ln(T) = 0.89 Ln(X) - 0.02	108	63%	68	37%	40		0	0%	0	108	63%	68	50%	40
Sub Total					***284***		***179***		***105***		***0***		***0***	***284***		***179***		***105***
TAZ 93 - Parcels 25-4, 25-5, and 25-6																		
Multifamily Housing (Mid-Rise)	221	1,054	DUs	Ln(T) = 0.96 Ln(X) - 0.63	425	61%	259	39%	166	39%	165	0%	0	260	61%	159	50%	101
Shopping Center	820	212,592	SF	Ln(T) = 0.74 Ln(X) + 2.89	950	48%	456	52%	494	17%	165	34%	267	518	48%	249	50%	269
Sub Total					***1,375***		***715***		***660***	***24.0%***	***330***		***267***	***778***		***408***		***370***
TAZ 94 - Parcels 18-5, 18-6, 18-7, 18-8, 19-1, 25-7, 25-8, 25-9, 25-10, and 25-11																		
Single Family Detached Housing	210	806	DUs	Ln(T) = 0.96 Ln(X) + 0.20	753	63%	474	37%	279	9%	67	0%	0	686	63%	432	50%	254
Multifamily Housing (Low-Rise)	220	375	DUs	Ln(T) = 0.89 Ln(X) - 0.02	192	63%	121	37%	71	9%	17	0%	0	175	63%	110	50%	65
Shopping Center	820	79,392	SF	Ln(T) = 0.74 Ln(X) + 2.89	458	48%	220	52%	238	18%	84	34%	127	247	48%	119	50%	128
Sub Total					***1,403***		***815***		***588***	***12.0%***	***168***		***127***	***1,108***		***661***		***447***
TAZ 95 - Parcel 26-4																		
Shopping Center	820	41,400	SF	Ln(T) = 0.74 Ln(X) + 2.89	283	48%	136	52%	147	0%	0	34%	96	187	48%	90	50%	97
Sub Total					***283***		***136***		***147***		***0***		***96***	***187***		***90***		***97***
TAZ 96 - Parcels 25-3, 25-12, 26-2, and 26-3																		
Single Family Detached Housing	210	385	DUs	Ln(T) = 0.96 Ln(X) + 0.20	371	63%	234	37%	137	0%	0	0%	0	371	63%	234	50%	137
Multifamily Housing (Low-Rise)	220	162	DUs	Ln(T) = 0.89 Ln(X) - 0.02	91	63%	57	37%	34	0%	0	0%	0	91	63%	57	50%	34
Sub Total					***462***		***291***		***171***		***0***		***0***	***462***		***291***		***171***
TAZ 97 - Parcels 18-1, 18-2, 18-3, and 18-4																		
Single Family Detached Housing	210	413	DUs	Ln(T) = 0.96 Ln(X) + 0.20	396	63%	249	37%	147	23%	92	0%	0	304	63%	192	50%	112
Multifamily Housing (Low-Rise)	220	82	DUs	Ln(T) = 0.89 Ln(X) - 0.02	50	63%	32	37%	18	23%	12	0%	0	38	63%	24	50%	14
Multifamily Housing (Mid-Rise)	221	111	DUs	Ln(T) = 0.96 Ln(X) - 0.63	49	61%	30	39%	19	23%	11	0%	0	38	61%	23	50%	15
Shopping Center	820	120,922	SF	Ln(T) = 0.74 Ln(X) + 2.89	625	48%	300	52%	325	18%	115	34%	173	337	48%	162	50%	175
Sub Total					***1,120***		***611***		***509***	***20.5%***	***230***		***173***	***717***		***401***		***316***
TAZ 98 - Parcel 17-6																		
Single Family Detached Housing	210	115	DUs	Ln(T) = 0.96 Ln(X) + 0.20	116	63%	73	37%	43	0%	0	0%	0	116	63%	73	50%	43
Sub Total					***116***		***73***		***43***		***0***		***0***	***116***		***73***		***43***
TAZ 128 - Parcels 17-2, 17-3, 17-4, and 17-5																		
Single Family Detached Housing	210	255	DUs	Ln(T) = 0.96 Ln(X) + 0.20	250	63%	158	37%	92	10%	24	0%	0	226	63%	142	50%	84
Multifamily Housing (Low-Rise)	220	142	DUs	Ln(T) = 0.89 Ln(X) - 0.02	81	63%	51	37%	30	10%	8	0%	0	73	63%	46	50%	27
Multifamily Housing (Mid-Rise)	221	305	DUs	Ln(T) = 0.96 Ln(X) - 0.63	129	61%	79	39%	50	10%	13	0%	0	116	61%	71	50%	45
Shopping Center	820	34,317	SF	Ln(T) = 0.74 Ln(X) + 2.89	246	48%	118	52%	128	18%	45	34%	68	133	48%	64	50%	69
Sub Total					***706***		***406***		***300***	***12.7%***	***90***		***68***	***548***		***323***		***225***
TAZ 129 - Parcels 17-1, 17-7, and 17-8																		
Single Family Detached Housing	210	263	DUs	Ln(T) = 0.96 Ln(X) + 0.20	257	63%	162	37%	95	9%	23	0%	0	234	63%	147	50%	87
Multifamily Housing (Mid-Rise)	221	418	DUs	Ln(T) = 0.96 Ln(X) - 0.63	175	61%	107	39%	68	0%	0	0%	0	175	61%	107	50%	68
Elementary School	520	800	Students	T = 0.17(X)	136	48%	65	52%	71	0%	0	0%	0	136	48%	65	52%	71
Shopping Center	820	14,112	SF	Ln(T) = 0.74 Ln(X) + 2.89	128	48%	61	52%	67	18%	23	34%	36	69	48%	33	50%	36
Sub Total					***696***		***395***		***301***	***6.6%***	***46***		***36***	***614***		***352***		***262***
TAZ 130 - Parcels 16A-2 and 16A-3																		
Multifamily Housing (Mid-Rise)	221	227	DUs	Ln(T) = 0.96 Ln(X) - 0.63	97	61%	59	39%	38	44%	43	0%	0	54	61%	33	50%	21
Shopping Center	820	179,083	SF	Ln(T) = 0.74 Ln(X) + 2.89	836	48%	401	52%	435	5%	43	34%	270	523	48%	251	50%	272
Sub Total					***933***		***460***		***473***	***9.2%***	***86***		***270***	***577***		***284***		***293***
TAZ 131 - Parcel 16A-1																		
Multifamily Housing (Mid-Rise)	221	351	DUs	Ln(T) = 0.96 Ln(X) - 0.63	148	61%	90	39%	58	0%	0	0%	0	148	61%	90	50%	58
Sub Total					***148***		***90***		***58***		***0***		***0***	***148***		***90***		***58***
TAZ 132 - Parcels 26-5 and 26-6																		
Middle School/Junior High School	522	1,200	Students	T = 0.15(X)	180	48%	86	52%	94	0%	0	0%	0	180	48%	86	52%	94
High School	530	1,500	Students	T = 0.14(X)	210	48%	101	52%	109	0%	0	0%	0	210	48%	101	52%	109
Sub Total					***390***		***187***		***203***		***0***		***0***	***390***		***187***		***203***
DSAP 2 Total					***16,424***		***9,365***		***7,059***		***1,589***		***1,527***	***13,308***		***7,759***		***5,549***


2027 Peak Hour
Project Traffic Distribution
Figure 10
DSAP-2 / Short Term Analysis
Blackrock Rd
Green Pine Rd
Heron Isle Pkwy
Chester Rd
Wildlight Pkwy
Pages Dairy Rd
SR-200
Felmor Rd
Amelia Concourse
US-17
LEGEND
XXX Entering
(XXX) Exiting
1-Mile Short Term Analysis Buffer
Stop Controlled Approach
Signalized Intersection


AM Peak Hour
Project Traffic
DSAP-2 / Short Term Analysis
Figure 11
Blackrock Rd
Heron Isle Pkwy
Chester Rd
Wildlight Pkwy
Pages Dairy Rd
Felmor Rd
SR-200
Amelia Concourse
US-17
Step Controlled Approach
Signalized Intersection
LEGEND
XXX Entering
(XXX) Exiting
1-Mile Short Term Analysis Buffer


DSAP-2 / Short Term Analysis
PM Peak Hour
Project Traffic
Figure 12
Blackrock Rd
Green Pine Rd
Heron Isle Pkwy
Chester Rd
Wildlight Pkwy
Amelia Concourse
Pages Dairy Rd
SR-200
Felmor Rd
US-17
LEGEND
XXX Entering
(XXX) Exiting
1-Mile Short Term Analysis Buffer
Stop Controlled Approach
Signalized Intersection

BUILDOUT INTERSECTION CAPACITY ANALYSIS

In this DSAP, the proposed connection of Wildlight Pkwy to Chester Rd has been shifted south to minimize the social and environmental impacts to Chester Rd. This intersection is envisioned to be a roundabout, however the detailed configuration of this intersection will be investigated during the PDP submittal. The construction of Blount's Branch from Pages Dairy Rd to Wildlight Pkwy is not envisioned in the near term 5-year horizon, as requested by County staff. The timing of this connection will be developed through the PDP process. The TIA for the PDP which includes this connection will include an analysis to determine the configuration of the Blount's Branch / Pages Dairy Rd intersection.

Figure 13 and 14 illustrate the total (background plus project traffic) 2027 turning movement volumes and lane arrangement at key intersections within the study area during the morning and afternoon peak hours, respectively. The results of the intersection capacity analysis for the study area intersections are summarized in Table 16. The Synchro results can be found in Appendix G.

The intersection of US-17 / Pages Dairy Rd is expected to operate at an acceptable level of service, although, the side-street approaches are projected to have significant delays. As previously mentioned the intersection meets traffic signal warrants in the existing condition. The intersections of SR-200 / Chester Rd and SR-200 / Felmor Rd are projected to operate at an unacceptable level of service. These intersections, along with Pages Dairy Rd / Chester Rd, will be added to the ENCPA Mobility Network.

The signalized intersections of SR-200 / Felmor Rd and SR-200 / Chester Rd are projected to operate at an acceptable level of service with the addition of right-turn overlap phasing. A detailed analysis of these intersections will be provided in the applicable PDP submittals at five (5) year increments through the buildout of the PDP, as provided for in the DSAP Development Order. The Synchro results of the signalized intersection with right-turn overlap phasing is included in Appendix G.

Table 16 - Total Traffic Intersection Capacity Analysis – 2027

Intersection	2027			
	AM Conditions		PM Conditions	
Signalized Intersections	Delay[1]	LOS[2]	Delay[1]	LOS[2]
SR-200 and US-17[6]	37	D	46	D
SR-200 and Felmor Rd[6]	47	D	56 (44)	E (D)
SR-200 and Chester Rd[6]	62 (39)	E (D)	75 (47)	E (D)
SR-200 and Blackrock Rd[6]	47	D	32	C
Pages Dairy Rd and Chester Rd	16	B	25	C
Unsignalized Intersections	V/C[3]	LOS	V/C[3]	LOS
US-17 and Pages Dairy Rd[6]	61.5%	B	67.5%	C
Pages Dairy Rd and Felmor Rd[6]	37.3%	A	35.5%	A
Roundabout Intersection	Delay[1]	LOS[7]	Delay[1]	LOS[7]
Chester Rd and Wildlight Pkwy[7]	4	A	9	A

[1]Average Delay in Seconds per Vehicle

[2]Level of Service based on the HCM 6th Edition

[3]Volume/Capacity

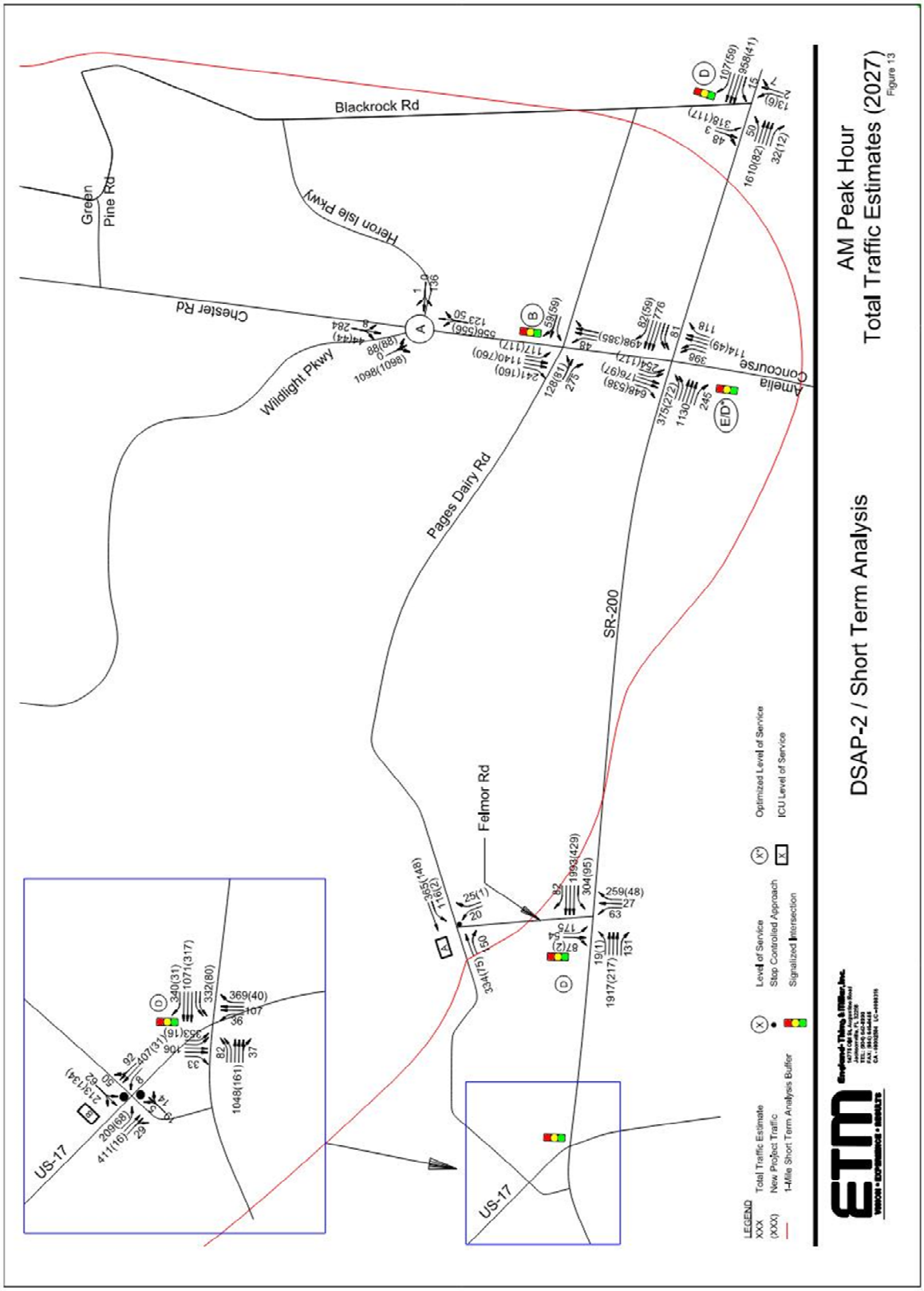
[4]Level of Service based on Intersection Capacity Utilization

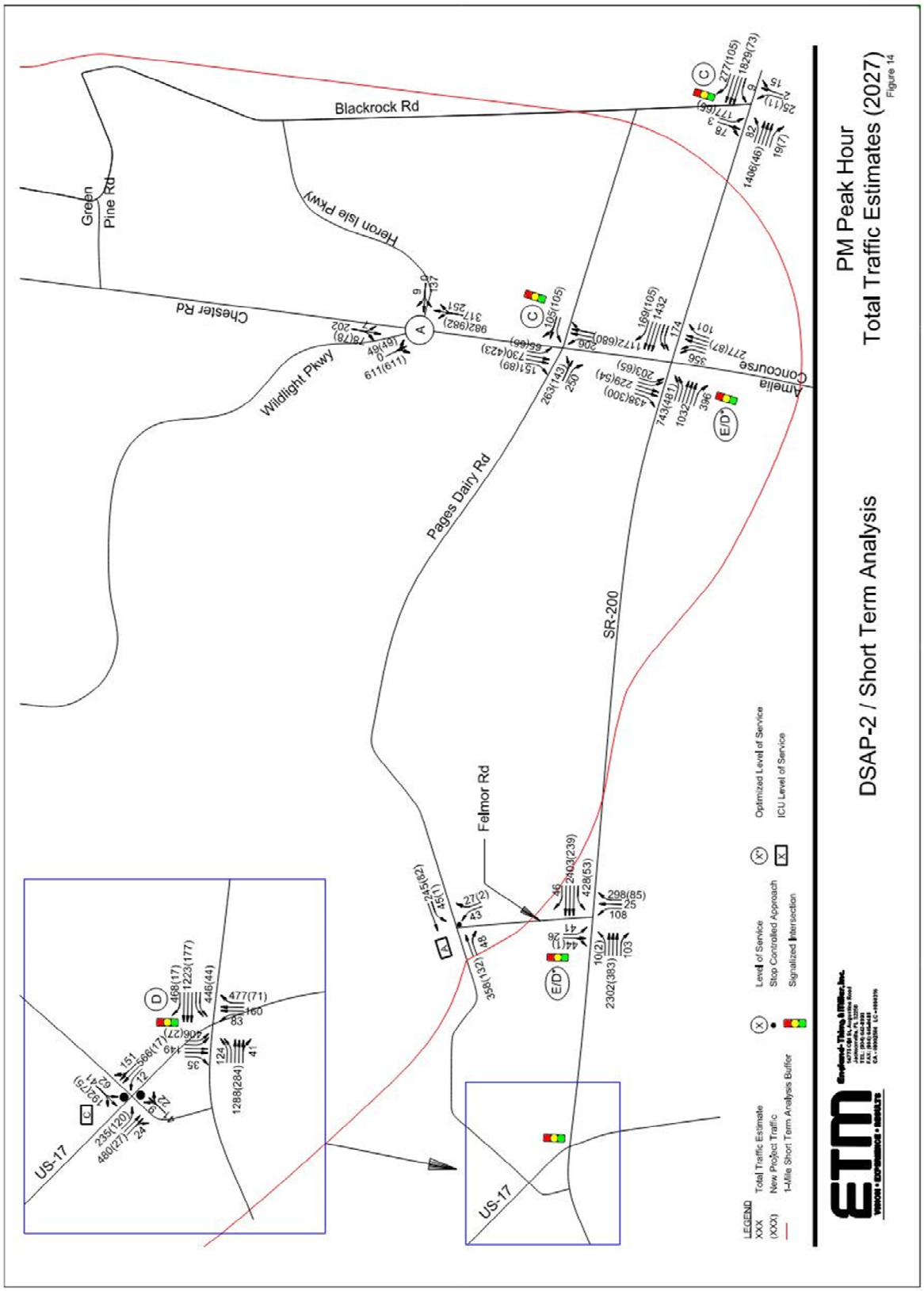
[5]Cells shaded in red depict failing segments

[6]Intersection is not included in the ENCPA Mobility Network

[7]Level of Service based on Highway Capacity Software

[8]Level of Service and Delay with Right-turn overlap phasing in parenthesis


AM Peak Hour
Total Traffic Estimates (2027)
Figure 13
DSAP-2 / Short Term Analysis
Blackrock Rd
Green Pine Rd
Heron Isle Pkwy
Chester Rd
Wildlight Pkwy
Pages Dairy Rd
Felmor Rd
SR-200
Camella Concourse
US-17
LEGEND
XXX Total Traffic Estimate
(XXX) New Project Traffic
1-Mile Short Term Analysis Buffer
Level of Service
Stop Controlled Approach
Signalized Intersection
Optimized Level of Service
ICU Level of Service


PM Peak Hour
Total Traffic Estimates (2027)
Figure 14
DSAP-2 / Short Term Analysis
Blackrock Rd
Green Pine Rd
Heron Isle Pkwy
Chester Rd
Wildlight Pkwy
Pages Dairy Rd
Felmor Rd
SR-200
Amelia Concourse
US-17
LEGEND
XXX Total Traffic Estimate
(XXX) New Project Traffic
1-Mile Short Term Analysis Buffer
Level of Service
Stop Controlled Approach
Signalized Intersection
Optimized Level of Service
ICU Level of Service

Buildout Roadway Segment Capacity Analysis

The development rights have not changed, however the applicant is proposing additional mitigation. The connection points to the external roadway system have not changed significantly either. As shown in Table 17, all roadway segments are expected to operate at an acceptable level of service for the next 20 years, except for the segments of US-17 from the N-S Regional Center Arterial to I-95 and Wildlight Parkway from US-17 to Resort Road. The PDP TIA in the northwestern portion of the DSAP will reevaluate the need for additional improvements in these two segments. The PDP TIAs within this DSAP will identify the impacts to be mitigated in the ENCPA network in the interim period before the major improvements are completed.

To determine total daily volumes, the distribution of new morning and afternoon peak project trips were averaged and applied to the daily project traffic to calculate the daily project volume on each roadway segment. The result was added to the daily background traffic to determine the total daily traffic on each roadway segment. The daily segment capacity analysis is presented in Table 17. The project traffic on each segment by TAZ for the buildout year is illustrated in Table 18. The capacity of US-17 reflects the widening from two to four lanes. Buildout conditions assume an urbanized area with a minimum acceptable LOS of D per the Nassau County Comprehensive Plan. This is consistent with the buildout level of service adopted in the previously approved DSAP 1. Transportation mitigation for the ENCPA, including the land subject to the DSAP 2 and the companion comprehensive plan amendment, will continue to be provided pursuant to the ENCPA Mobility Fee Agreement as proposed to be amended.

Table 17 – Total Traffic Roadway Segment Capacity Analysis

Roadway	Segment	Current AADT	Future Number of Lanes[4]	Facility Type	Area Type	Adopted LOS Standard	Future Maximum Service Volume[5] (vpd)	Total Traffic Estimates																					
								2027				2032				2037				2042			2047			2052			
								Project Traffic	Project Traffic with Distribution Refinements	Total Traffic	LOS	Project Traffic	Project Traffic with Distribution Refinements	Total Traffic	LOS	Project Traffic	Project Traffic with Distribution Refinements	Total Traffic	LOS	Project Traffic	Total Traffic	LOS	Project Traffic	Total Traffic	LOS	Project Traffic	Total Traffic	LOS
I-95[1]	from E-W Interchange Rd. to US 17	54,019	6D	Freeway	Urbanized Area	D	113,600	0	0	59,905	B	0	0	66,432	B	5,985	5,985	79,656	C	23,297	104,995	D	28,382	118,982	E	29,062	129,533	F
I-95[1]	from US-17 to Georgia	68,590	6D	Freeway	Urbanized Area	D	113,600	1,117	1,117	76,660	C	3,042	3,042	86,244	C	4,992	4,992	96,629	C	10,829	111,756	D	14,699	125,857	E	18,997	141,424	F
SR-200[1]	from Old Yulee Rd to US-17	22,038	6D	Class II Arterial	Urbanized Area	D	50,000	4,517	4,517	28,992	D	10,637	10,637	37,819	D	12,303	12,303	42,491	D	9,249	42,776	D	9,743	46,977	D	18,245	59,597	F
SR-200[1]	from US-17 to Felmor Rd	35,828	6D	Class I Arterial	Urbanized Area	D	59,900	3,909	6,121	43,776	C	6,174	11,828	51,404	C	7,902	14,427	56,022	C	4,002	47,719	C	3,974	49,921	C	2,617	50,908	C
SR-200[1]	from Felmor Rd to Chester Rd	35,828	6D	Class I Arterial	Urbanized Area	D	59,900	5,491	7,805	45,460	C	7,806	13,687	53,263	C	9,485	16,360	57,955	C	4,881	48,598	C	4,989	50,936	C	1,228	49,519	C
SR-200[1]	from Chester Rd to Blackrock Rd	35,828	6D	Class I Arterial	Urbanized Area	D	59,900	3,405	1,703	39,359	C	5,160	3,913	43,489	C	7,474	4,918	46,513	C	11,136	54,853	C	12,808	58,755	D	13,500	61,791	F
Pages Dairy Rd[3,8]	from SR-200 to US-17	1,378	2U	Class II Arterial	Urbanized Area	D	14,800	2,126	0	1,708	C	5,955	0	2,118	C	7,627	0	2,360	C	7,003	9,634	D	7,519	10,298	D	17,772	20,707	F
Pages Dairy Rd[3,8,11]	from US-17 to Felmor Rd	5,031	2U	Uninterrupted Flow Highway	Urbanized Area	D	15,600	4,423	2,212	8,449	C	11,308	5,654	13,385	D	13,049	6,525	15,143	D	3,944	13,550	D	3,837	13,982	D	12,504	23,218	E
Pages Dairy Rd[3,8,11]	from Felmor Rd to Blount's Branch	4,765	2U	Uninterrupted Flow Highway	Urbanized Area	D	20,900	4,627	2,314	8,221	C	11,761	5,881	13,203	C	13,700	6,850	15,012	D	4,642	13,740	C	4,487	14,095	C	16,711	26,858	E
Pages Dairy Rd[3,8,11]	from Blount's Branch to Chester Rd	5,290	2U	Uninterrupted Flow Highway	Urbanized Area	D	20,900	4,627	2,314	8,872	C	11,761	5,881	14,010	C	13,749	6,875	15,936	D	4,727	14,827	D	4,583	15,250	D	490	11,755	C
Pages Dairy Rd[3,8,11]	from Chester Rd to Blackrock Rd	0	2U	Uninterrupted Flow Highway	Urbanized Area	D	20,900	0	1,703	1,703	B	2,665	3,913	3,913	B	2,362	4,918	4,918	B	3,578	3,578	B	4,640	4,640	B	5,434	5,434	B
Blackrock Rd[2]	from SR-200 north	1,900	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	0	1,703	3,852	B	2,665	3,913	6,342	B	2,362	4,918	7,666	B	3,578	6,685	B	4,640	8,154	B	5,434	9,408	B
Old Nassauville Rd[2]	from SR-200 north	9,000	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	0	0	9,610	B	0	0	10,261	B	0	0	10,956	B	0	11,699	B	0	12,492	C	0	13,338	C
Chester Rd[2]	from SR-200 to Pages Dairy Rd	10,400	4D	Class II Arterial	Urbanized Area	D	32,400	10,420	11,031	21,962	D	15,110	17,079	28,567	D	15,304	17,261	29,335	D	16,994	29,684	D	19,188	32,525	E	16,472	30,490	D
Chester Rd[2,9]	from Pages Dairy Rd to Wildlight Pkwy[7]	9,500	4D	Uninterrupted Flow Highway	Urbanized Area	D	66,200	15,935	15,935	27,147	B	31,039	31,039	44,272	C	32,810	32,810	48,429	C	27,402	45,836	C	30,684	52,440	C	23,869	49,547	C
Chester Rd[2]	from Wildlight Pkwy to Blackrock Rd	2,750	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	1,272	1,272	4,518	B	1,583	1,583	5,414	B	1,824	1,824	6,345	B	2,361	7,697	B	2,597	8,895	B	2,588	10,021	B
US-17[1,10]	from Harts Rd to SR-200	15,153	4D	Uninterrupted Flow Highway	Urbanized Area	D	66,200	1,156	1,156	17,082	B	1,491	1,491	18,229	B	1,397	1,397	18,989	B	1,113	19,603	B	1,198	20,631	B	1,984	22,408	B
US-17[1,10]	from SR-200 to Pages Dairy Rd	12,723	4D	Class II Arterial	Urbanized Area	D	32,400	362	362	13,734	B	0	0	14,054	B	2,530	2,530	17,301	D	2,192	17,716	D	2,271	18,587	D	2,657	19,806	D
US-17[1,10]	from Pages Dairy Rd to Interchange Rd	8,840	4D	Uninterrupted Flow Highway	Urbanized Area	D	66,200	2,389	2,389	11,680	B	5,249	5,249	15,014	B	10,600	10,600	20,863	B	5,502	16,288	B	6,267	17,604	B	8,395	20,310	B
US-17[1,10]	from Interchange Rd to CR 108	8,840	4D	Uninterrupted Flow Highway	Urbanized Area	D	66,200	2,389	2,389	11,680	B	5,249	5,249	15,014	B	10,657	10,657	20,920	B	5,605	16,391	B	6,377	17,714	B	8,442	20,357	B
US-17[1,9]	from CR 108 to N-S Regional Center Arterial	8,840	4D	Class I Arterial	Urbanized Area	D	39,800	1,342	1,342	10,633	C	3,520	3,520	13,285	C	8,739	8,739	19,002	C	5,631	16,417	C	6,404	17,741	C	11,707	23,622	C
US-17[1,9]	from N-S Regional Center Arterial to I-95	8,840	4D	Class I Arterial	Urbanized Area	D	39,800	1,332	1,332	10,623	C	3,492	3,492	13,257	C	12,074	12,074	22,337	C	36,675	47,461	F	46,305	57,642	F	52,063	63,978	F
US-17[1,10]	from I-95 to Georgia	4,129	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	215	215	4,734	B	451	451	5,396	B	1,099	1,099	6,511	B	2,549	8,472	B	3,224	9,705	B	4,004	11,097	B
CR-108[2]	from Owens Rd to N-S Regional Center Arterial	3,400	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	467	467	4,040	B	795	795	4,551	B	1,664	1,664	5,611	B	3,401	7,550	B	4,266	8,626	B	6,071	10,654	B
CR-108[2]	from N-S Regional Center Arterial to US-17	3,400	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	742	742	4,315	B	1,724	1,724	5,480	B	1,918	1,918	5,865	B	0	4,149	B	0	4,360	B	13,927	18,510	D
Internal Roadway Network																													
Wildlight Pkwy	from US-17 to Resort Rd	0	4D	Class I Arterial	Urbanized Area	D	39,800	0	0	0	B	0	0	0	B	16,522	16,522	16,522	B	53,812	53,812	F	66,910	66,910	F	58,704	58,704	F
Wildlight Pkwy	from Resort Rd to CR-108 Connector	0	4D	Class I Arterial	Urbanized Area	D	39,800	0	0	0	B	0	0	0	B	0	0	0	B	33,349	33,349	B	32,131	32,131	B	24,270	24,270	B
Wildlight Pkwy	from CR-108 Connector to Central Connector	0	4D	Class I Arterial	Urbanized Area	D	39,800	0	0	0	B	0	0	0	B	0	0	0	B	29,326	29,326	B	28,569	28,569	B	35,636	35,636	B
Wildlight Pkwy	from Central Connector to McQueen Rd	0	4D	Class I Arterial	Urbanized Area	D	39,800	0	0	0	B	0	0	0	B	0	0	0	B	26,700	26,700	B	27,659	27,659	B	32,843	32,843	B
Wildlight Pkwy	McQueen Rd to Blount's Branch	0	4D	Class I Arterial	Urbanized Area	D	39,800	0	0	0	B	18356	18356	18,356	B	19,639	19,639	19,639	B	25,459	25,459	B	29,945	29,945	B	38,378	38,378	C
Wildlight Pkwy	from Blount's Branch to Chester Rd	0	4D	Class I Arterial	Urbanized Area	D	39,800	17207	17207	17,207	B	32622	32622	32,622	B	34,337	34,337	34,337	B	29,763	29,763	B	32,381	32,381	B	32,695	32,695	B
CR-108 Connector	from US-17 to Wildlight Pkwy	0	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	0	0	0	B	0	0	0	B	0	0	0	B	0	0	B	0	0	B	21,563	21,563	D
Central Connector	from US-17 to Wildlight Pkwy	0	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	0	0	0	B	0	0	0	B	0	0	0	B	0	0	B	0	0	B	16,180	16,180	C
Blount's Branch	from Pages Dairy Rd to Wildlight Pkwy	0	2U	Uninterrupted Flow Highway	Urbanized Area	D	24,200	0	0	0	B	0	0	0	B	0	0	0	B	0	0	B	0	0	B	17,699	17,699	C

[1] Based on FDOT LOS Tool
[2] Based on FDOT Florida Traffic Online
[3] Based on Hose Counts
[4] D - Divided / U - Undivided
[5] Based on 2020 LOS Tables
[6] Cells shaded in red depict failing segments
[7] The Developer plans to widen Chester Rd from Pages Dairy Rd to Wildlight Pkwy at the beginning of development
[8] Growth rate decays by half every 10 years
[9] Segment is included in the ENCPA Mobility Network to be widened
[10] Segment is included in the NFTPO Cost Feasible Plan to be widened
[11] Segment capacity calculated with the FDOT HIGHPLAN Software

= Failing Segment

Table 18 – Project Traffic by TAZ by Segment at Buildout

Roadway	Segment	Traffic Analysis Zones																																						Total Project Traffic (Tabular Calculation)	Total Project Traffic (Link Computation within NERPM)	Percent Difference
		TAZ 27		TAZ 28		TAZ 29		TAZ 30		TAZ 31		TAZ 32		TAZ 33		TAZ 89		TAZ 90		TAZ 91		TAZ 92		TAZ 93		TAZ 94		TAZ 95		TAZ 96		TAZ 97		TAZ 98		TAZ 128		TAZ 129		TAZ 130		TAZ 131		TAZ 132		TAZ 133				
		(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)	(%)	(vpd)			
I-95	from E-W Interchange Rd. to US 17	3.84%	365	3.84%	259	0.00%	0	11.42%	1256	11.42%	851	18.40%	1029	19.96%	1807	18.40%	946	26.04%	7057	19.96%	744	17.78%	571	19.55%	1832	29.68%	3485	8.35%	182	20.37%	973	29.68%	2222	15.52%	183	28.33%	1757	28.33%	1955	23.78%	1482	23.78%	454	8.35%	460	0.00%	0	29,870	29,062	2.78%
I-95	from US-17 to Georgia	11.50%	1094	11.50%	775	18.05%	274	10.45%	1150	10.45%	779	13.15%	735	14.14%	1280	13.15%	676	14.68%	3979	14.14%	527	8.31%	267	13.36%	1252	10.77%	1265	17.25%	376	8.19%	391	10.77%	806	10.25%	121	10.64%	660	10.64%	734	13.85%	863	13.85%	265	17.25%	949	0.00%	0	19,218	18,997	1.16%
SR-200	from Old Yulee Rd to US-17	27.37%	2604	27.37%	1844	24.87%	378	22.89%	2518	22.89%	1706	8.59%	480	8.31%	752	8.59%	442	7.82%	2119	8.31%	310	9.95%	320	8.68%	813	5.69%	668	11.77%	256	10.77%	515	5.69%	426	7.70%	91	6.71%	416	6.71%	463	6.98%	435	6.98%	133	11.77%	648	0.00%	0	18,337	18,245	0.50%
SR-200	from US-17 to Felmor Rd	3.11%	296	3.11%	210	2.18%	33	1.90%	209	1.90%	142	1.02%	57	0.42%	38	1.02%	52	0.58%	157	0.42%	16	0.29%	9	0.00%	0	0.16%	19	5.92%	129	0.50%	24	0.16%	12	0.46%	5	2.43%	151	2.43%	168	6.59%	411	6.59%	126	5.92%	326	0.00%	0	2,590	2,617	-1.03%
SR-200	from Felmor Rd to Chester Rd	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	5.35%	117	0.00%	0	0.00%	0	0.00%	0	2.02%	125	2.02%	139	6.22%	388	6.22%	119	5.35%	294	0.00%	0	1,182	1,228	-3.75%
SR-200	from Chester Rd to Blackrock Rd	14.34%	1364	14.34%	966	11.71%	178	10.55%	1161	10.55%	786	10.10%	565	9.80%	887	10.10%	519	9.62%	2607	9.80%	365	7.55%	243	7.90%	740	6.44%	756	6.18%	135	7.05%	337	6.44%	482	5.94%	70	5.31%	329	5.31%	366	5.82%	363	5.82%	111	6.18%	340	0.00%	0	13,670	13,500	1.26%
Pages Dairy Rd	from SR-200 to US-17	26.08%	2481	26.08%	1757	23.77%	361	22.31%	2454	22.31%	1662	8.20%	458	8.31%	752	8.20%	421	7.46%	2022	8.31%	310	9.95%	320	8.68%	813	5.68%	667	11.77%	256	10.77%	515	5.68%	425	7.70%	91	6.71%	416	6.71%	463	6.98%	435	6.98%	133	11.77%	648	0.00%	0	17,860	17,772	0.50%
Pages Dairy Rd	from US-17 to Felmor Rd	26.93%	2562	26.93%	1815	24.90%	378	22.78%	2506	22.78%	1697	8.40%	470	4.30%	389	8.40%	432	7.66%	2076	4.30%	160	0.00%	0	0.05%	5	0.02%	2	0.18%	4	0.00%	0	0.02%	1	0.00%	0	0.00%	0	0.00%	0	0.20%	12	0.20%	4	0.18%	10	0.00%	0	12,523	12,504	0.15%
Pages Dairy Rd	from Felmor Rd to Blount's Branch	34.78%	3309	34.78%	2343	32.55%	495	28.50%	3135	28.50%	2124	12.10%	677	7.05%	638	12.10%	622	10.32%	2797	7.05%	263	0.29%	9	1.10%	103	0.23%	27	0.18%	4	0.03%	1	0.23%	17	0.00%	0	0.00%	0	0.00%	0	0.20%	12	0.20%	4	0.18%	10	0.00%	0	16,590	16,711	-0.72%
Pages Dairy Rd	from Blount's Branch to Chester Rd	0.00%	0	0.00%	0	21.22%	323	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	323	490	-34.08%
Pages Dairy Rd	from Chester Rd to Blackrock Rd	5.66%	538	5.66%	381	4.73%	72	4.30%	473	4.30%	320	4.21%	235	4.07%	368	4.21%	216	3.91%	1060	4.07%	152	3.15%	101	3.27%	306	2.71%	318	2.55%	56	2.97%	142	2.71%	203	2.49%	29	2.19%	136	2.19%	151	1.23%	77	1.23%	24	2.55%	140	0.00%	0	5,498	5,434	1.18%
Blackrock Rd	from SR-200 north	5.66%	538	5.66%	381	4.73%	72	4.30%	473	4.30%	320	4.21%	235	4.07%	368	4.21%	216	3.91%	1060	4.07%	152	3.15%	101	3.27%	306	2.71%	318	2.55%	56	2.97%	142	2.71%	203	2.49%	29	2.19%	136	2.19%	151	1.23%	77	1.23%	24	2.55%	140	0.00%	0	5,498	5,434	1.18%
Old Nassauville Rd	from SR-200 north	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0	0	N/A
Chester Rd	from SR-200 to Pages Dairy Rd	19.97%	1900	19.97%	1346	16.49%	251	14.14%	1556	14.14%	1054	12.96%	725	12.65%	1145	12.96%	666	12.29%	3331	12.65%	471	9.74%	313	10.18%	954	8.19%	962	2.68%	58	9.16%	438	8.19%	613	7.50%	89	4.72%	293	4.72%	326	0.96%	60	0.96%	18	2.68%	147	0.00%	0	16,716	16,472	1.48%
Chester Rd	from Pages Dairy Rd to Wildlight Pkwy[7]	29.78%	2833	29.78%	2007	2.88%	44	20.48%	2253	20.48%	1526	18.71%	1046	18.10%	1638	18.71%	962	19.13%	5185	18.10%	675	14.04%	451	14.61%	1369	11.73%	1377	5.87%	128	13.11%	626	11.73%	878	10.78%	127	7.46%	463	7.46%	515	2.60%	162	2.60%	50	5.87%	323	0.00%	0	24,638	23,869	3.22%
Chester Rd	from Wildlight Pkwy to Blackrock Rd	3.96%	377	3.96%	267	3.10%	47	2.30%	253	2.30%	171	1.82%	102	1.72%	156	1.82%	94	1.62%	439	1.72%	64	1.38%	44	1.40%	131	1.04%	122	0.79%	17	1.26%	60	1.04%	78	1.11%	13	0.73%	45	0.73%	50	0.51%	32	0.51%	10	0.79%	43	0.00%	0	2,615	2,588	1.04%
US-17	from Harts Rd to SR-200	2.34%	223	2.34%	158	1.67%	25	1.49%	164	1.49%	111	0.71%	40	0.60%	54	0.71%	36	0.27%	73	0.60%	22	2.29%	74	1.31%	123	1.30%	153	2.48%	54	2.55%	122	1.30%	97	1.79%	21	1.51%	94	1.51%	104	1.44%	90	1.44%	28	2.48%	136	0.00%	0	2,002	1,984	0.91%
US-17	from SR-200 to Pages Dairy Rd	0.51%	49	0.51%	34	0.60%	9	0.18%	20	0.18%	13	0.07%	4	0.18%	16	0.07%	4	0.04%	11	0.18%	7	2.57%	83	1.31%	123	1.47%	173	8.39%	183	3.04%	145	1.47%	110	2.25%	27	3.94%	244	3.94%	272	8.06%	502	8.06%	154	8.39%	462	0.00%	0	2,645	2,657	-0.45%
US-17	from Pages Dairy Rd to Interchange Rd	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	4.32%	391	0.00%	0	0.00%	0	4.32%	161	12.64%	406	10.04%	941	7.21%	847	20.52%	447	13.95%	667	7.21%	540	9.95%	118	10.76%	667	10.76%	743	15.34%	956	15.34%	293	20.52%	1129	0.00%	0	8,306	8,395	-1.06%
US-17	from Interchange Rd to CR 108	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.10%	6	4.44%	402	0.10%	5	0.05%	14	4.44%	165	12.85%	413	10.19%	955	7.34%	862	20.77%	453	14.14%	676	7.34%	550	10.08%	119	10.91%	677	10.91%	753	15.52%	967	15.52%	297	20.77%	1143	0.00%	0	8,457	8,442	0.18%
US-17	from CR 108 to N-S Regional Center Arterial	0.03%	3	0.03%	2	0.00%	0	0.06%	7	0.06%	4	0.09%	5	0.10%	9	0.09%	5	0.32%	87	0.10%	4	29.86%	960	18.59%	1742	7.86%	923	33.17%	723	31.97%	1528	7.86%	589	10.97%	130	12.09%	750	12.09%	834	18.60%	1159	18.60%	355	33.17%	1825	0.00%	0	11,644	11,707	-0.54%
US-17	from N-S Regional Center Arterial to I-95	17.08%	1625	17.08%	1151	20.93%	318	23.62%	2598	23.62%	1760	34.10%	1907	36.62%	3315	34.10%	1753	43.72%	11849	36.62%	1365	28.36%	911	35.41%	3318	43.42%	5098	29.07%	633	30.42%	1453	43.42%	3251	29.24%	346	42.39%	2629	42.39%	2926	41.73%	2600	41.73%	797	29.07%	1600	0.00%	0	53,203	52,063	2.19%
US-17	from I-95 to Georgia	1.75%	166	1.75%	118	2.88%	44	1.75%	193	1.75%	130	2.29%	128	2.52%	228	2.29%	118	3.01%	816	2.52%	94	1.87%	60	2.50%	234	2.95%	346	3.47%	76	1.86%	89	2.95%	221	3.46%	41	3.41%	211	3.41%	235	4.10%	255	4.10%	78	3.47%	191	0.00%	0	4,072	4,004	1.70%
CR-108	from Owens Rd to N-S Regional Center Arterial	2.75%	262	2.75%	185	3.23%	49	3.28%	361	3.28%	244	4.24%	237	4.99%	452	4.24%	218	3.94%	1068	4.99%	186	4.14%	133	5.10%	478	3.81%	447	5.42%	118	4.67%	223	3.81%	285	2.88%	34	3.99%	247	3.99%	275	4.30%	268	4.30%	82	5.42%	298	0.00%	0	6,150	6,071	1.30%
CR-108	from N-S Regional Center Arterial to US-17	6.31%	600	6.31%	425	7.39%	112	10.37%	1141	10.37%	773	16.08%	899	18.65%	1688	16.08%	827	0.00%	0	18.65%	695	24.74%	795	21.27%	1993	0.00%	0	32.58%	710	25.71%	1228	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	32.58%	1793	0.00%	0	13,679	13,927	-1.78%
Wildlight Pkwy	from US-17 to Resort Rd	17.22%	1638	17.22%	1160	21.07%	320	23.86%	2625	23.86%	1778	34.44%	1926	37.00%	3349	34.44%	1770	59.87%	16226	37.00%	1379	0.71%	23	17.44%	1634	73.42%	8621	2.79%	61	0.75%	36	73.42%	5498	72.03%	851	83.09%	5153	83.09%	5735	9.52%	593	9.52%	182	2.79%	154	0.00%	0	60,712	58,704	3.42%
Wildlight Pkwy	from Resort Rd to CR-108 Connector	17.94%	1707	17.94%	1209	21.87%	332	25.19%	2771	25.19%	1877	36.38%	2034	39.10%	3539	36.38%	1870	0.00%	0	39.10%	1457	1.38%	44	20.27%	1899	20.57%	2415	0.00%	0	1.36%	65	20.57%	1540	18.58%	220	12.48%	774	12.48%	861	4.57%	285	4.57%	87	0.00%	0	0.00%	0	24,986	24,270	2.95%
Wildlight Pkwy	from CR-108 Connector to Central Connector	25.27%	2404	25.27%	1703	30.30%	461	37.66%	4143	37.66%	2806	55.95%	3128	65.70%	5947	55.95%	2876	1.32%	358	65.70%	2449	0.00%	0	27.88%	2612	17.98%	2111	10.39%	226	22.44%	1072	17.98%	1346	16.41%	194	11.33%	703	11.33%	782	5.19%	323	5.19%	99	10.39%	572	0.00%	0	36,315	35,636	1.91%
Wildlight Pkwy	from Central Connector to McQueen Rd	26.88%	2557	26.88%	1811	32.17%	489	40.97%	4507	40.97%	3053	52.63%	2943	33.26%	3011	52.63%	2705	3.79%	1027	33.26%	1240	21.08%	678	22.98%	2153	15.18%	1782	8.48%	185	18.99%	907	15.18%	1137	13.88%	164	9.60%	595	9.60%	663	3.98%	248	3.98%	76	8.48%	467	0.00%	0	32,398	32,843	-1.35%
Wildlight Pkwy	McQueen Rd to Blount's Branch	30.33%	2885	30.33%	2044	36.27%	551	53.56%	5892	53.56%	3991	34.26%	1915	28.31%	2563	34.26%	1761	30.85%	8361	28.31%	1055	16.86%	542	18.35%	1719	13.86%	1627	7.10%	155	15.44%	738	13.86%	1038	12.66%	150	8.76%	543	8.76%	605	3.37%	210	3.37%	64	7.10%	391	0.00%	0	38,800	38,378	1.10%
Wildlight Pkwy	from Blount's Branch to Chester Rd	66.26%	6303	66.26%	4465	8.06%	123	24.05%	2646	24.05%	1792	21.43%	1198	20.60%	1865	21.43%	1102	19.90%	5393	20.60%	768	16.08%	517	16.69%	1564	13.24%	1555	6.99%	152	14.94%	714	13.24%	991	12.34%	146	8.51%	528	8.51%	587	3.33%	207	3.33%	64	6.99%	385	0.00%	0	33,065	32,695	1.13%
CR-108 Connector	from US-17 to Wildlight Pkwy	6.45%	614	6.45%	435	7.43%	113	10.66%	1173	10.66%	794	16.58%	927	23.55%	2132	16.58%	852	0.00%	0	23.55%	878	68.12%	2189	50.54%	4736	0.05%	6	36.15%	788	72.49%	3464	0.05%	4	0.05%	1	0.44%	27	0.44%	30	1.99%	124	1.99%	38	36.15%	1989	0.00%	0	21,314	21,563	-1.15%
Central Connector	from US-17 to Wildlight Pkwy	1.39%	132	1.39%	94	1.62%	25	2.84%	312	2.84%	212	4.48%	250	99.58%	9014	4.48%	230	2.13%	577	99.58%	3711	21.63%	695	4.28%	401	2.45%	288	1.67%	36	3.03%	145	2.45%	183	2.21%	26	1.51%	94	1.51%	104	1.06%	66	1.06%	20	1.67%	92	0.00%	0	16,707	16,180	3.26%
Blount's Branch	from Pages Dairy Rd to Wildlight Pkwy	35.81%	3407	35.81%	2413	55.67%	846	29.42%	3236	29.42%	2192	12.77%	714	7.65%	692	12.77%	656	10.90%	2954	7.65%	285	0.74%	24	1.61%	151	0.59%	69	0.09%	2	0.46%	22	0.59%	44	0.33%	4	0.23%	14	0.23%	16	0.03%	2	0.03%	1	0.09%	5	0.00%	0	17,749	17,699	0.28%
																																																Average	-0.05%

PHASED ENCPA MOBILITY NETWORK IMPROVEMENTS

The proposed DSAP #2 Development Program is expected to require roadway capacity improvements, as DSAP #2 development progresses. Based on the analysis results, the ENCPA Mobility Network Improvements outlined in Table 19 will be made to best facilitate traffic flow within the immediate vicinity of the project site. The listing of the improvements are shown in tabular format by phase and at buildout in Tables 19 and 20, respectively. **Exhibit H Transportation Improvements** illustrates the ENCPA Mobility Network graphically and is included in Appendix H. It should be noted that additional network improvements are being recommended to the ENCPA Mobility Network (indicated in red text).

ENCPA MOBILITY FEE UPDATE

A mobility fee update will be developed on this Transportation Impact Analysis and included in a subsequent resubmittal.

ENCPA EQUIVALENCY TABLE

The following conversion tables were established to provide a simple tool for evaluating development opportunities while maintaining consistency in traffic generation across the ENCPA. A use type equivalency table is illustrated in Table 21. The average PM peak hour trip rate was calculated for each expected land use with the ***10th Edition ITE Trip Generation Manual***. No pass-by or internal capture was considered.

Table 19 – Proposed Draft ENCPA Mobility Network Improvements by Phase

Phases	Phase I	Phase II	Phase III	Phase IV	Phase V	Phase VI
Residential (Units)	2,000	3,643	6,143	9,582	12,082	14,944
Resort Hotel (Rooms)	0	0	0	0	400	400
Non-Residential (sf)	0	167,197	167,197	807,615	1,254,101	1,413,324
PM Net New External Trips	1,720	3,321	5,332	9,277	10,521	13,308
Improvement Descriptions	Widen Chester Rd from Pages Dairy Rd to Wildlight Pkwy	Construct 2-Lanes of Wildlight Pkwy from Blount's Branch to McQueens Rd	Construct 4-Lanes of Wildlight Pkwy (northern leg) from US-17 east to Resort Rd	Widen Wildlight Pkwy from Blount's Branch to McQueens Rd from 2-Lanes to 4-Lanes		Construct 2-lanes of CR-108 Connector from US-17 to Wildlight Pkwy as Development progresses
	Install Roundabout at Wildlight Pkwy and Chester Rd		Install potential signal and other access improvements at US-17 and Wildlight Pkwy as warranted	Construct 4-Lanes of Wildlight Pkwy from Resort Rd to McQueens Rd, connecting the E-W corridor		Widen US-17 from 2-Lanes to 4-Lanes from the intersection of US-17 and CR-108 to the N-S Regional Center Arterial
	Construct 4-Lanes of Wildlight Pkwy from Chester Rd to Blount's Branch		Construct 2-Lanes of Resort Rd as development progresses	Widen US-17 from 2-Lanes to 4-Lanes from N-S Regional Arterial to I-95/US-17 Interchange		Construct 2-Lanes of Central Connector from Wildlight Pkwy to east of US-17
			Construct 2-Lanes of Wildlight Pkwy (southern leg) from the intersection of US-17 and the N-S Regional Center Arterial to Wildlight Pkwy			Construct double left turns lanes at SR-200 and Blackrock Rd as traffic volumes warrant

Note: Multi-use paths will be constructed as development progresses.
This is the estimated phasing for the DSAP 2 DO Transportation/Mobility improvements see also in the DSAP 2 DO.
Development by phase is cumulative.
See DSAP 2 DO for other potential intersection improvements.

Table 20 – ENCPA Mobility Network Improvements at Buildout

Roadway/Segment	Improvement
Wildlight Parkway	
US 17 to ~~Interchange Rd~~ Resort Rd (northern leg)	New ~~2-Lane Rd~~ 4-lane Rd
US 17 to Wildlight Pkwy (southern leg)	New 2-Lane Rd
Resort Rd to CR-108 Connector	New ~~2-Lane Rd~~ 4-lane Rd
~~Interchange Rd to Resort Area~~ CR-108 Connector to Central Connector	New ~~2-Lane Rd~~ 4-lane Rd
~~Resort Area~~ Central Connector to McQueen Rd	New ~~2-Lane Rd~~ 4-lane Rd
~~Resort Area Parcel 20~~ McQueen Rd to Blounts Branch	New ~~2-Lane Rd~~ 4-lane Rd
~~Resort Area Parcel 20~~ Blounts Branch to Chester Rd	New ~~2-Lane Rd~~ 4-lane Rd
~~Main Street #1~~	
~~Main Street #2~~	
~~Interchange Rd~~ Central Connector	
Interstate 95 to N-S Regional Center Arterial	New 4-lane Rd
~~East Frontage Rd~~ N-S Regional Center Arterial to US 17	New 4-lane Rd
US 17 to ~~CR 108~~ Wildlight Pkwy	~~New 4-Lane Rd~~ 2-lane Rd
~~Interchange Road~~ Central Connector at I-95	New Interchange
DSAP Western Loop Collector	New 2-lane Rd
Wildlight Ave from SR-200 to N-S Regional Center Arterial	New 2-lane Rd
Curiosity Ave from Wildlight Ave to N-S Regional Center Arterial	New 2-lane Rd
N-S Regional Center Arterial	
US 17 to CR 108	New 4-lane Rd
CR 108 to ~~Interchange Rd~~ Central Connector	New 4-lane Rd
~~Interchange Rd~~ Central Connector to SR 200/A1A	New 4-lane Rd
US 17	
CR-108 to N-S Regional Center Arterial	Widen to 4 lanes
N-S Regional Center Arterial to I-95	Widen to 4 lanes
Traffic Signals (at 10 new major intersections)	Install new signal
SR A1A Intersection Improvements	
SR-200 at Felmor Rd	Signal Modifications
SR-200 at Chester Rd	Intersection Improvements
(cost included with Traffic Signals at Major Intersections)	Dual Left turn lanes at Blackrock Rd
Internal multi-use trail system (off-street)	
CR-108 Connector	
US 17 to Wildlight Pkwy	New 2-lane Rd
Resort Rd	New 2-lane Rd
Chester Rd	
Chester Rd at Pages Dairy Rd	Signal Modifications
Pages Dairy Rd to Wildlight Pkwy	Widen to 4 lanes
Intersection improvements at Chester Rd and Wildlight Pkwy	Install new roundabout

Table 21 – DSAP 2 Use Type Equivalency Table

Residential Conversion Table						
TO: / FROM:	Single Family	Multi-family Low-Rise	Multi-family Mid-Rise	Senior Adult Housing Detached	Senior Adult Housing Attached	Timeshare
	DU	DU	DU	DU	DU	DU
Single Family		1.7679	2.2500	3.3000	3.8077	1.5714
Multi-family Low-Rise	0.5657		1.2727	1.8667	2.1538	0.8889
Multi-family Mid-Rise	0.4444	0.7857		1.4667	1.6923	0.6984
Senior Adult Housing Detached	0.3030	0.5357	0.6818		1.1538	0.4762
Senior Adult Housing Attached	0.2626	0.4643	0.5909	0.8667		0.4127
Timeshare	0.6364	1.1250	1.4318	2.1000	2.4231	

Non-Residential Conversion Table										
TO: / FROM:	Congregate Care Facility	Assisted Living	Nursing Home	Hotel	Resort Hotel	General Light Industrial	Mini-Warehouse	Office	Medical-Dental Office Building	Shopping Center
	1000 SF	1000 SF	1000 SF	1000 SF	1000 SF	1000 SF	1000 SF	1000 SF	1000 SF	1000 SF
Congregate Care Facility		0.5833	0.4746	0.3043	0.7568	0.5714	1.6471	0.2435	0.0809	0.0735
Assisted Living	1.7143		0.8136	0.5217	1.2973	0.9796	2.8235	0.4174	0.1387	0.1260
Nursing Home	2.1071	1.2292		0.6413	1.5946	1.2041	3.4706	0.5130	0.1705	0.1549
Hotel	3.2857	1.9167	1.5593		2.4865	1.8776	5.4118	0.8000	0.2659	0.2415
Resort Hotel	1.3214	0.7708	0.6271	0.4022		0.7551	2.1765	0.3217	0.1069	0.0971
General Light Industrial	1.7500	1.0208	0.8305	0.5326	1.3243		2.8824	0.4261	0.1416	0.1286
Mini-Warehouse	0.6071	0.3542	0.2881	0.1848	0.4595	0.3469		0.1478	0.0491	0.0446
Office	4.1071	2.3958	1.9492	1.2500	3.1081	2.3469	6.7647		0.3324	0.3018
Medical-Dental Office Building	12.3571	7.2083	5.8644	3.7609	9.3514	7.0612	20.3529	3.0087		0.9081
Shopping Center	13.6071	7.9375	6.4576	4.1413	10.2973	7.7755	22.4118	3.3130	1.1012	

Trip Generation Rate Calculations			
Land Use	ITE LUC	Independent Variable	PM Peak Hour Ave Trip Rate
Residential			
Single Family	210	DU	0.99
Multi-family Low-Rise	220	DU	0.56
Multi-family Mid-Rise	221	DU	0.44
Senior Adult Housing Detached	251	DU	0.30
Senior Adult Housing Attached	252	DU	0.26
Timeshare	265	DU	0.63
Non-Residential			
Congregate Care Facility	253	1000 SF	0.28
Assisted Living	254	1000 SF	0.48
Nursing Home	620	1000 SF	0.59
Hotel	310	1000 SF	0.92
Resort Hotel	330	1000 SF	0.37
General Light Industrial	110	1000 SF	0.49
Mini-Warehouse	151	1000 SF	0.17
Office	710	1000 SF	1.15
Medical-Dental Office Building	720	1000 SF	3.46
Shopping Center	820	1000 SF	3.81

Notes: No conversion will be allowed between residential and non-residential uses
Average PM peak hour trip rate calculated using the following criteria:
1) Trip rate from the ITE's Trip Generation Manual, 10th Edition
2) No Pass-by considered
3) No Internal Capture considered
4) Rooms was used for the independent variable for land use codes 253, 310, and 330. The average square footage of building area per room for ITE LUC 253 and 310 is approximately 650 sf, while the average square footage of building area per room for ITE LUC 330 was assumed to be 1,115 sf.

Example: Convert 100 Du's of Single Family Residential to Multi-family Mid-Rise

100 x 2.25 = 225

100 Single Family Dwelling units is equivalent to 225 Multi-family Mid-Rise units

Convert 50,000 sf of Office to Light Industrial

50,000 x 2.3469 = 117,345

50,000 sf of Office is equivalent to 117,345 sf of Light Industrial

Appendix A
(Transportation Impact Analysis Methodology)

ENCPA DSAP2
Transportation Impact Analysis (TIA)
Methodology Meeting Summary
July 27, 2021

Attendees: Wes Hinton, Tommy Jinks, Robert Companion, Tyler Blair, Jeff Crammond, Lindsay Haga, and Thomas Hatcher.

This summary outlines the information and methodology to be used for the proposed Detailed Specific Area Plan (DSAP) #2. The second DSAP applies ENCPA entitlements to approximately 15,000 acres located east of US17, north of SR200.

Mobility Network
The group evaluated and approved the proposed realignment of the Mobility Network. The realignment provides a parallel network to SR200, shifts the connection to US17 near I95 Interchange and shifts the eastern connection south on Chester Road. The purpose of the realignment is to reflect actual parcel conditions as well as to activate the I95/US 17 Interchange and preserve the rural character of Chester Road at the current intersection with CR108. Chester Road will be added to the Mobility Network. Future Adjustments (costs, details) may be added during the review.

ENCPA DSAP 2 Transportation Impact Analysis (TIA) Methodology
The group reviewed the redline methodology for DSAP 2. **A copy of the redline is attached.** The following section summarizes

Study Area: The group examined the one (1) mile study/analysis areas for the DSAP 2 Boundary. A map of the boundary is included in the redline methodology.

Analysis Timeframe (phasing time periods & geography): The group discussed the proposed short term (5 years) and build out phases (2040). The 10th edition of the Institute of Transportation Engineers' (ITE) Trip General Manual will be used for the DSAP 2 buildout and the short-term (PDP4) analysis. If there are any trip Thresholds adopted in the Development Order, then the 10th Generation ITE manual will be used to evaluate the conditions.

Traffic count locations/dates: The group evaluated traffic count locations and requested the addition of Felmor Road/SR200/Miner Road and Blackrock Rd/SR200. Same locations to be added to the short term intersection analysis. Staff requested traffic count location map**, see attached.** Applicant requested counts from Nassau County within last Twelve (12) months within the one mile Study Area. Recounts may be taken at Pages Dairy/Felmor, Felmor/SR200 and Pages Dairy/US 17 for the associated PDP 4 TIA (if necessary) to account for the diversion of traffic due to construction and school attendance.

Background growth rates: A change in growth rates is proposed for DSAP2 to improve the future conditions analysis. The proposed growth rates use Comparative Analysis of five sources: population growth from BEBR, Florida FDOT by County, forecasting and trends, and D2 LOS growth Rates and the NERPM Model, and historical Growth Rates. The FDOT D2 and Nassau County Historical Counts mostly reflect Population Growth. Any negative Growth Rate was

adjusted to one percent (1%). The year minimum is proposed as one percent (1%), replacing the prior two percent (2%). **The growth rate spreadsheet is attached**.

Trip Distribution: The NEPRM Model version will be used DSAP 2. The County agrees to apply the model version through buildout of DSAP2. Future facilities to be included in the long term DSAP analysis should include roadway improvements committed in the cost feasible roadway network. Such future facilities will not be relied on in the Short-Term analysis. Short Term analysis will rely on improvements with committed construction funding. The listed Improvements in the Updated Nassau County Mobility Fee Ordinance will be used as Future Facilities within the Short- and Long-Term Analysis. Specifically, Pages Dairy Extension will be included in the short term. The planned improvements to Chester Road must be confirmed.

The County requested the applicant create a separate Model Run that includes the Connection of William Burgess Extension for the County benefit.

Trips from Other ENCPA development: Project trips will be included from nearby Adjacent unbuilt portions in the Study Area.

Transportation Impact Analysis (TIA) Methodology

The following Exhibit summarizes the recommended methodology for completing Transportation Impact Analyses (TIAs) associated with Detailed Specific Area Plans (DSAPs) and associated Preliminary Development Plans (PDPs). The purpose of the TIA is to identify the short-term and long-term impacts of the DSAPs and the short-term impacts associated with the PDPs. The results of the TIA are intended to identify needed transportation improvements and prioritize the use of mobility fee funds toward those improvements, consistent with the provisions of the ENCPA and applicable DSAP Development Order.

Analysis Area

The analysis area is defined as follows:

- For DSAPs, long term analysis on a daily basis for roadway segments within one mile from project boundary at build out. For DSAPs, short term analysis (i.e. 5 years) – adjacent major intersections within one mile from project boundary.
- For PDPs generating fewer than 500 daily trips - adjacent access points and nearest intersection included in the Mobility Network
- For PDPs generating between 500 and 1,000 daily trips - 1/2-mile radius from the project boundary.
- For PDPs generating more than 1,000 daily trips - one mile radius from the project boundary.

Within the ENCPA, the analysis includes all roadway segments included as part of the Mobility Network as well as major intersections. Site access points are also included in the analysis. Outside the ENCPA, the analysis should include all arterial and collector roadways within the required radius. Roadway segments and intersections outside the ENCPA are included in the analysis to identify potential mitigating improvements included in the ENCPA Mobility Network - for example, parallel roadway corridors or internal roadway connections. The list of **ENCPA Mobility Network improvements** is included at the end of this document.

Analysis Timeframe

An existing conditions analysis should be performed using the most recent available roadway counts. If no roadway counts are available from the past twelve (12) months, then the latest available roadway counts should be used and adjusted to the existing year using the model growth rates in this methodology document.

The analysis year shall be defined as the buildout year for the proposed DSAP and PDP. The buildout year should be consistent with that used in the Future Conditions Analysis and be reasonably achievable.

For roadway segments, the analysis should address daily conditions. Segments should be analyzed based on the 2020 FDOT Quality/Level of Service Handbook. For intersections, the analysis should address AM peak and PM peak conditions. Intersections should be analyzed using either the latest version of Highway Capacity Software (HCS) or Synchro.

Trip Generation

Trip generation calculations should use rates and equations from the 10th edition of the Institute of Transportation Engineer's (ITE) Trip Generation Manual. For land uses where ITE data may not represent local conditions, a trip generation study may replace published rates. The methodology for trip generation studies should follow the ITE Trip Generation Handbook, and a minimum of three sites should be surveyed. Reductions for internal capture, pass-by capture, or transit shall be applied to the trip generation for individual PDPs and have no impact on the Mobility Fee to be assessed to land uses included in the Individual PDPs (per unit in the case of residential land uses and per square foot in the case of non-residential developments), as these reductions have already been factored into the overall calculation of transportation impacts and fees for the ENCPA.

Trip Distribution

The distribution of trips associated with the PDP should be estimated using NERPM AB1V3 version of the Northeast Regional Planning Model (NERPM). For smaller PDPs generating fewer than 1,000 daily trips, the traffic distribution may be estimated based on existing traffic patterns. The model should be updated to reflect the transportation network and land use assumptions as follows:

- Transportation Network Assumptions - The transportation network should include existing arterial and collector roadways. Future facilities to be included in the analysis should be limited to roadway segments with committed construction funding within the next five (5) years for the short-term analysis. Future facilities to be included in the DSAP long-term analysis should include roadway improvements committed in the cost feasible roadway network. For analysis purposes, roadway segments with existing backlogs (based on actual traffic levels) shall be assumed to include necessary improvements to address the backlog in accordance with Florida Statutes.
- Land Use Assumptions - The land use data for the NERPM model should be developed through interpolation between the base and forecast years. Within the ENCPA, background development should be limited to the existing development at the time of the application, plus any other parcels with approved TIAs.

Trips from Other Approved ENCPA Development

Project trips from nearby approved but unbuilt portions of PDPs within the analysis area should be added to the future background traffic volumes in determining the total build condition traffic volumes. The trips associated with these PDPs should be obtained from the associated TIA.

Future Conditions Analysis

The future conditions analysis should address operating conditions for roadway segments and intersections within the analysis area for the DSAP and PDP. The future conditions analysis year shall be the proposed buildout year for the DSAP and PDP. The analysis should identify whether roadway segments and intersections will operate at the County's adopted Level of Service standard with the addition of traffic from the DSAP and PDP. For intersections, the

Level of Service standard shall be assumed to be the same as that of the adjacent roadway segments. Annual growth rates to be used for area roadway segment volumes and intersection volumes are found in the table on the following page. The values are based on the historical growth rates from Florida Traffic Online or the Nassau County Local Roads traffic counts.. For roadways not in the table, the growth rate for the nearest similar facility should be applied.

Roadway	From/To	DSAP 1 Growth Rate	Proposed Growth Rate
I-95	Duval County Line to SR 200/A1A	2.94%	2.93%
	SR 200/A1A to EW Interchange Rd	3.12%	2.09%
	E-W Interchange Rd. to US 17	3.12%	2.09%
	US 17 to GA State Line	2.39%	1.95%
SR 200/A1A	Griffen Rd to I-95	6.39%	3.40%
	I-95 to Old Yulee Rd	4.25%	2.12%
	Old Yulee Rd to US 17	4.09%	2.12%
	US 17 to Chester Rd	2.00%	1.00%
	Chester Rd. to Blackrock Rd.	2.00%	1.00%
	Old Nassauville Rd. to Amelia Island Parkway	2.00%	1.00%
CR 200A/Pages Dairy Rd	US 17 to Chester Rd.	4.78%	4.40%
CR 107N/Blackrock Rd.	Chester Rd. to SR 200/A1A	2.00%	2.49%
CR 107S/Old Nassauville Rd.	SR 200/A1A to Amelia Concourse	2.00%	1.32%
	Amelia Concourse to Santa Juana Rd.	2.00%	1.32%
Chester Rd.	SR 200/A1A to Pages Dairy Rd	2.00%	1.00%
	Pages Dairy Rd to CR 108 Extension	2.00%	3.37%[1]
	CR 108 Extension to Blackrock Rd	2.00%	3.37%[1]
US 17	Duval County Line to Harts Rd	3.67%	3.22%
	Sowell Rd. to SR 200/A1A	2.00%	3.22%
	to Pages Dairy Rd	2.00%	1.00%
	Pages Dairy Rd. to Interchange Rd.	2.00%	1.00%
	Interchange Rd. to CR 108	2.00%	1.00%
	CR 108 to I-95	2.00%	1.00%
	I-95 to Georgia State Line	3.36%	1.82%
I-95/SR A1A Interchange	NB I-95 to SR A1A Off-Ramp	5.44%	1.77%
	SR A1A to NB I-95 On-Ramp	6.62%	1.00%
	SB I-95 to SR A1A Off-Ramp	7.79%	1.00%
	SR A1A to SB I-95 On-Ramp	5.42%	2.54%
I-95/US 17 Interchange	NB I-95 to US-17 Off-Ramp	7.74%	3.25%
	US-17 to NB I-95 On-Ramp	2.00%	4.17%
	SB I-95 to US-17 Off-Ramp	2.00%	2.59%
	US-17 to SB I-95 On-Ramp	7.91%	1.40%

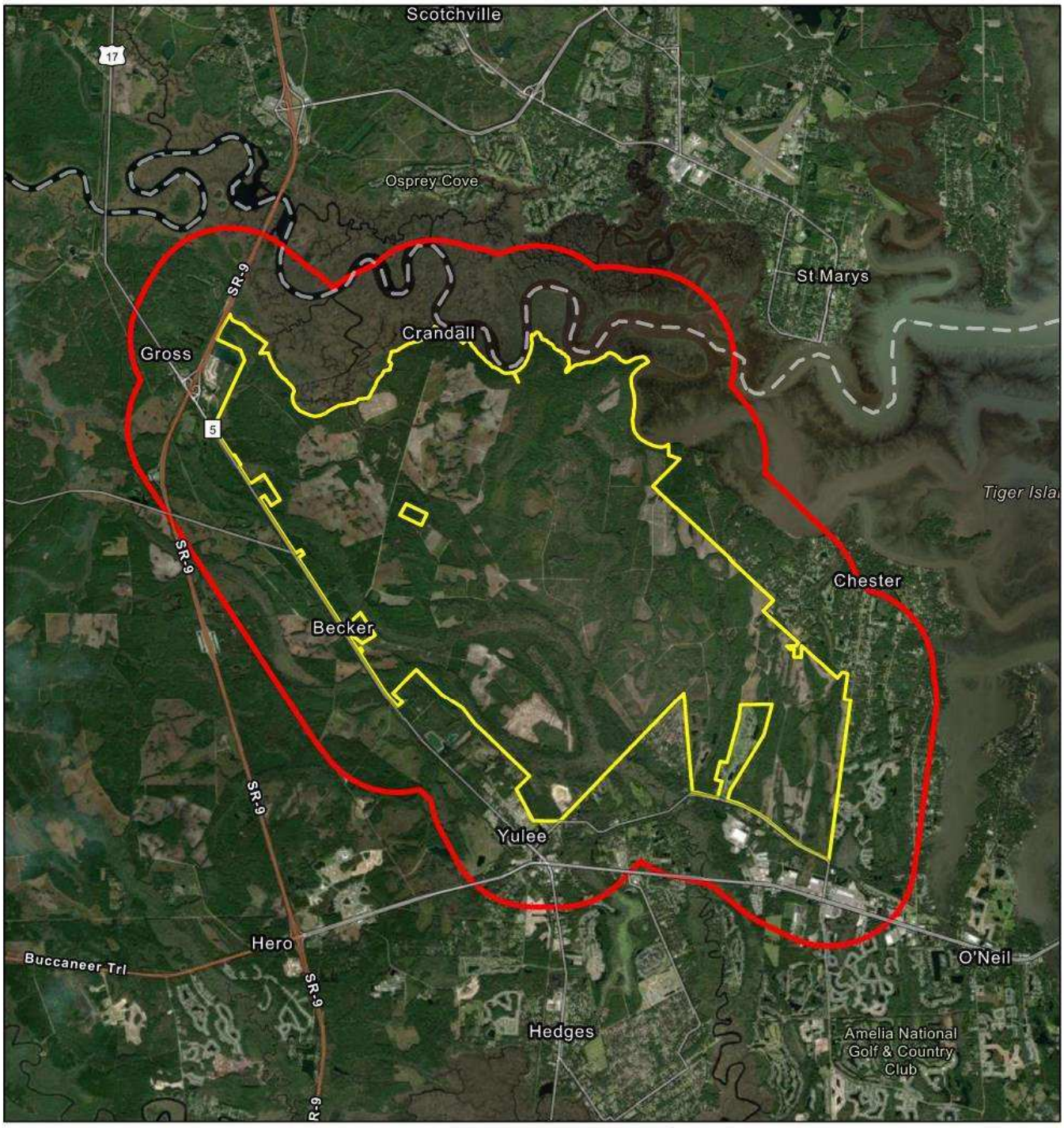
[1] Growth Rate between 2017 and 2020.

Access Points

For the short-term DSAP analysis and the PDP analysis, an intersection analysis shall be completed for all major internal intersections connecting to the ENCPA Mobility Network.

Recommended Improvements

The results of the TIA will be used to identify transportation improvements necessary to serve development in the associated DSAP or PDP consistent with the provisions of the applicable DSAP Development Order. Transportation improvements required in this process will be limited to roadway segments and intersections included in the ENCPA Mobility Network and applicable DSAP but may include recommendations for improvements outside the project boundary. A DSAP/PDP applicant may propose in its TIA to address transportation impacts by means of transportation or mobility improvements other than those in the ENCPA Mobility Network. Improvements identified or proposed in the TIA may be completed in phases for example, the first two lanes of a four-lane roadway, or a portion of a roadway segment needed to provide site access. Also, such phasing may be tied to monitoring and/or development levels/areas. Practical transportation improvements are encouraged, to maximize the efficiency of available infrastructure and minimize upfront infrastructure costs ahead of actual demand.



Wildlight - DSAP #2

Aerial - 1 Mile Buffer

Source: ETM, Nassau County

DSAP #2 - Area

DSAP #2 1 Mile Buffer

0 1.5 Miles

N

ETM England-Thims & Miller, Inc.
VISION • EXPERIENCE • RESULTS
14775 Old St. Augustine Road Jacksonville, FL 32258
904-642-8990 • Fax: 904-646-9485 • www.etminc.com

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Submitted to Nassau County 8-25-21

ENCPA Mobility Network Improvements

Roadway/Segment	Improvement
CR 108 Extension	
US 17 to Interchange Rd	New 2-lane Rd
Interchange Rd to Resort Area	New 2-lane Rd
Resort Area to Chester Rd	New 2-lane Rd
Interchange Rd	
Interstate 95 to DSAP Western Loop Collector Collector	New 4-lane Rd
DSAP Western Loop Collector to N-S Regional Center Arterial	New 4-lane Rd
N-S Regional Center Arterial to US 17	New 4-lane Rd
US 17 to CR 108	New 4-lane Rd
Interchange Road at I-95	New Interchange
DSAP Western Loop Collector	New 2-lane Rd
N-S Regional Center Arterial	
US 17 to CR 108	New 4-lane Rd
CR 108 to Interchange Rd	New 4-lane Rd
Interchange Rd to SR 200/A1A	New 4-lane Rd
US 17	
N-S Regional Center Arterial to I-95	Widen to 4 lanes
Traffic Signals (at 8 new major intersections)	Install new signal
SR A1A/I-95 Interchange Improvements	
Satisfied by FDOT project	Interchange improvements
SR A1A Intersection Improvements	
(cost included with Traffic Signals at Major Intersections)	Dual Left turn lanes at Blackrock Rd
Internal multi-use trail system (off-street)	
SR A1A/William Burgess Blvd Intersection Improvements.	Intersection Improvements
Chester Rd	
Pages Dairy Rd to CR-108 Extension	Widen to 4 lanes
Intersection improvements at Chester Rd and CR-108 Extension	Install new roundabout

ENCPA DSAP TIA Methodology Review 8/30/2021

Analysis Area

1. Excluding intersections in the long-term DSAP analysis is understandable, but it may be beneficial to include a review of segments within a one-mile radius for short-term DSAP analyses.
2. Does "DSAP short-term analysis" mean 5-year incremental reviews as part of a full single DSAP long-term analysis, or are the short-term analyses submitted every five years? Or on an as-needed basis, but looking out five years?
3. For PDPs, language should be included that specifies "'segments, major intersections, and access points within' ½-mile (or one-mile) radius…" will be studied.

Analysis Timeframe

4. The Methodology specifies the latest version of HCS or Synchro should be used, but does not specify which HCM. It may be best to indicate the "latest" version of the HCM should be used. NOTE: HCM 6.1 is set to be released in a few months.

Trip Distribution

5. Using existing traffic patterns for smaller PDPs may not always be suitable depending on the development type. This is most appropriate for small, pass-by type developments, such as car washes and gas stations – not Village Center style communities.

Future Conditions Analysis

6. "The analysis should identify whether roadway segments and intersections will operate at the County's adopted Level of Service standard with the addition of traffic from the DSAP and PDP." Should we specify "as adopted in the Comprehensive Plan," to identify a concrete reference to which the Levels of Service standards are found?

Proposed Growth Rates

7. The table does not include SR-200 from Blackrock Road to Old Nassauville Road.
8. Two slight mismatches - The table shows 3.40% and 4.40% for SR-200 from Griffin Rd. to I-95 and SR-200 from US-17 to Chester Rd., respectively. The included spreadsheet shows 3.43% and 4.39% for the same segments.
9. Do we think 4.39%/year for an assumed 20 years is reasonable for Pages Dairy Road? It seems like we will be overinflating background traffic with this number.

Access Points

10. It is recommended that access points that tie into non-ENCPA roads (such as any connections to Pages Dairy Road) also be included in the analysis.

Recommended Improvements

11. We specify that phased improvements, such as widening a two-lane to four-lane road, may be tied to monitoring or development levels. Where do we set these thresholds? The DSAP narrative?

ENCPA Mobility Network Improvements

12. Traffic Signals – because we do not include an exhibit with the methodology, it may be beneficial to break out the locations of these eight signals (or simply list them) on the table.

Count Locations

13. If we are proposing any connectivity to Roses Bluff Rd., we will want to collect intersection count data at the proposed project access location and Chester Road / Roses Bluff Rd., along with hose count data on Roses Bluff Rd.

ENCPA DSAP 2

Nassau County File No. DSAP 21-001

"Completeness Comments", "New Courtesy Comments (4/18/22)" and "Previous Courtesy Comments"

Coordinated review of Transportation based comments

August 1, 2022

Attendees: Robert Companion, Caleb Hurst, Austin Chapman, Zach Brecht, Jeff Crammond, Lindsay Haga, Thomas Hatcher

This summary outlines the discussion of the coordinated review of the transportation-based comments within New Courtesy Comments (4/18/22) and Previous Courtesy Comments between Nassau County and the applicant representative England-Thims & Miller, Inc.; more specifically to address comments for ***'intersection analysis during interim periods***.' The attendees discussed the following agenda items:

Agenda

1. Review the July 27, 2021, Methodology and accepted meeting minutes
2. Review DSAP 2 Previous Comments (#74, 143.2, 148 and 152)
3. Discuss/examine the following exhibits and tables
    a. DSAP 2 TIA Table 17
    b. ENCPA Proposed Mobility Map
    c. DSAP 2 TIA Table 19 Improvements by Phase
    d. Total Traffic Estimates by Phase map series
    e. DSAP 1 Table B-9 Year 2035 Roadway Analysis with ENCPA program

Review of the agreed upon methodology from July 27, 2021, reconfirmed the one-mile study area is appropriate for the DSAP 2 study area. For DSAPs, long term analysis is defined as a daily basis for the roadway segments within one mile from the project boundary at build out and the short-term analysis defined as five (5) years includes adjacent major intersections within one mile from the project boundary. The redline of the ENCPA Transportation Impact Analysis (TIA) methodology was shared to discuss this approach.

To this point, the accepted methodology is supported by Preliminary Development Plan (PDP) process that requires TIA studies specific those sub-geographic areas of the DSAP which examine intersections included in the Mobility Network. The ENCPA TIA methodology provides for both the short term DSAP analysis and the PDP level, intersection analysis shall be completed for all major internal intersections connecting to the ENCPA Mobility Network.

The DSAP 2 TIA, specifically Table 17, demonstrates no roadway segments exceed the adopted Level of Service until Year 2042, based on current model information and a background growth rate.

Therefore, based on the TIA results and the adopted methodology requires an interim year intersection analysis will be conducted at the PDP process, this satisfies the comments relating to intersection analysis. The commitment was made to analyze major intersections within the PDPs along with the major intersections within the impact area. The impact area is described in the approved methodology as follows:

1. For PDPs generating fewer than 500 daily trips – adjacent access points and nearest intersection on the Mobility Network
2. For PDPs generating between 500 and 1,000 daily trips – ½ mile radius from the project site
3. For PDPs generating more than 1,000 daily trips – one mile radius from the project site

Other discussion points questioned knowledge of changes in traffic distribution based on background traffic due to the growth rate approach; anticipated level of service for the US17/I95 Interchange; and improvements over the original DSAP 1 ENCPA TIA results. The applicant's representative will include this information in the Response to Comments (#74,143.2, 148, and 152).

Appendix B
(Committed Projects Information)

STARTED/COMPLETED FY20/21

Major Projects Started or Completed in FY 2020/21
Although the County was continuing to deal with the financial and other impacts caused by the recent pandemic, County staff continued to move forward with beginning new capital projects and completing other projects during the fiscal year.

The following is a summary of some of the significant projects to help support the community:

Amelia Island Parkway Trail – This project is for the construction of multi-use trails, in four phases, that will provide safe, efficient pedestrian and bicycle traffic along the Amelia Island Parkway.
Total Cost = $4.64M
Funding Source = Federal Grant Funds

County Road 108 Safety Improvements – Milling and overlay of two sections of CR 108 from Middle Road to US 17 and Bay Road to Middle Road. Also includes safety improvements to signage, striping and geometry of curves.
Total Cost = $4.03M
Funding Source = Federal Grant Funds

Pages Dairy Road Widening & Resurfacing (Construction Phase) – Will widen and resurface current roadway and add paved shoulders/bike lanes. Construction commenced in January 2021.
Total Cost = $4.93M
Funding Sources = FDOT Grant Funds, General Revenue

Crawford Road Paving (Construction Phase) – Project includes paving existing dirt road and installing drainage improvements. Construction commenced in November 2020
Total Cost = $7.32M
Funding Sources = FDOT Grant Funds, General Revenue

Miner Road Turn Lane – Construction of a northbound right turn lane from Miner Road onto State Road 200. Project is complete
Total Cost = $266K
Funding Source = General Revenue

Thomas Creek Drainage Basin Study – To model existing performance of the Thomas Creek Basin, design and model structure improvements and propose non-structural policy changes to prevent future impacts. Project requires no cash funding from the County.
Total Cost = $240K
Funding Source = Army Corps of Engineers, General Revenue

West Side Regional Park (Ph I) – Includes planning, design and preliminary construction for a regional park located on the West Side of the County. Phase I plans include permitting, land preparation, infrastructure, and amenities. Programming for actual amenities to be installed with phase I is currently underway.
Total Cost = $4.43M
Funding Sources = General Revenue, Regional Park Impact Fees

Fire Station 71 – Construction of a drive-through, three bay fire station on property within the Heron Isles development on Chester Road. Station will house one rescue unit and one ladder truck and will provide fire protection and allow for an aerial device to be more closely located to commercial development
Total Cost = $3.2M
Funding Sources = Developer Contribution, General Revenue, Fire/Rescue Impact Fees

Miles and roads paved/Chip sealed – Annual road maintenance completed based upon available funds.
Chip Seal Cost $363,479.00 2.2 mile
Overlay Cost $ 1,118,403.03 7.2 miles

STARTED/COMPLETED FY20/21

Detention Center Generator – Detention Center Generator Installation
Total Cost = $1,310,195.48 Million
Funding Sources = Cares Act

Lighting at Goffinsville /Burney – Installation of parking lot and play area lighting at Goffinsville and Burney Park
Total Cost = $ 63,017.27
Funding Sources = Cash Forward

Detention Center Improvements – Detention Center Mechanical Level HVAC Modifications
Total Cost = $657,269.55
Funding Sources = One Cent

Detention Center Security – Upgrade existing security system
Total Cost $121,948.15
Funding Sources = One Cent

Burney Park Walk Over – Upgrade walkover to composite material
Total Cost - $42,500.13
Funding Sources = Cash Forward

Goffinsville Tidal Study – Evaluate the tidal current for boat ramp improvements
Total Cost $ 36,586.22
Funding Sources = Impact Fees

EOC War Room – HVAC Upgrade
Total Cost $145,057.00
Funding Sources = General Revenue (Current Year)

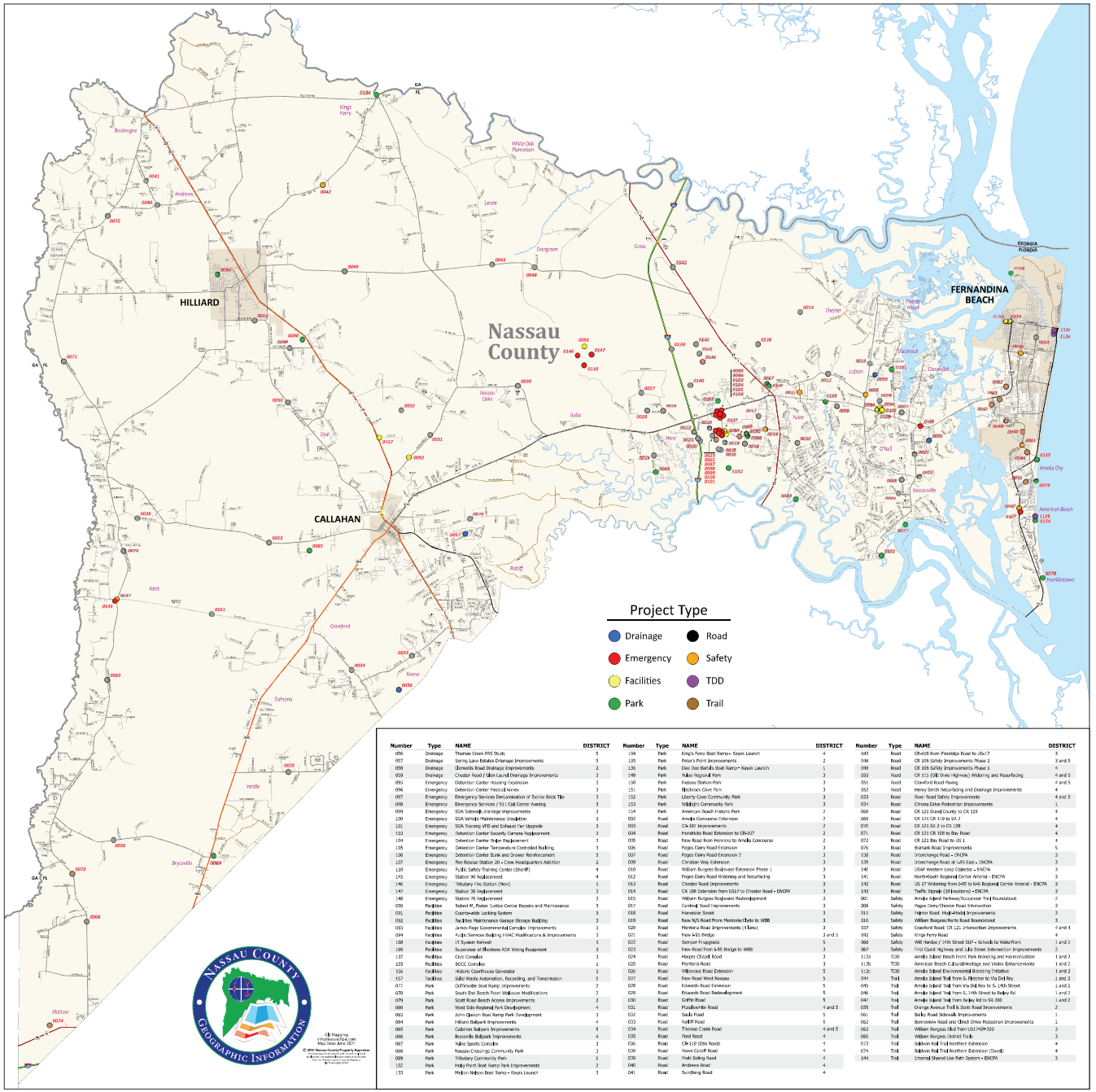
Tributary Park – Tributary Community Park
Developer Total Cost = 2.5 mil 20/22
Funding Sources = Private, Impact Fees
Phase 2 23/24 $1mil
Phase 3 24/25 $1mil

Nassau Crossings Park – Nassau Crossings Community Park
Developer Total Cost = $546,000 Phase 1&2 20/22
Funding Sources = Private, Impact Fees
Phase 3 &4 24/25 $378,000

County Road 115 – Widening and Resurfacing of CR 115 (Old Dixie Highway from Bypass Road to Henry Smith Road)
Total Cost = $9.631M
Funding Sources = $8.999M FDOT SCOP grant / $632k County

Pages Dairy & Chester Road Intersection Impovements - Intersection Improvements and Signnalization
Total Cost = $5.86M
Funding Sources = $5.86M County

MASTER CIP MAP



Number	Type	NAME	DISTRICT
056	Drainage	Thomas Creek RWS Study	5
057	Drainage	Spring Lake Estates Drainage Improvements	5
058	Drainage	Clements Road Drainage Improvements	2
059	Drainage	Chester Road / Glen Laurel Drainage Improvements	3
095	Emergency	Detention Center Housing Expansion	3
096	Emergency	Detention Center Medical Annex	3
097	Emergency	Emergency Services Re-Lamination of Exciter Brick Tile	3
098	Emergency	Emergency Services / 911 Call Center Awning	3
099	Emergency	SOA Sidewalk Drainage Improvements	3
100	Emergency	SOA Vehicle Maintenance Insulation	3
101	Emergency	SOA Training VFD and Exhaust Fan Upgrade	3
103	Emergency	Detention Center Security Camera Replacement	3
104	Emergency	Detention Center Boiler Replacement	3
105	Emergency	Detention Center Temperature Controlled Building	3
106	Emergency	Detention Center Bunk and Drawer Reinforcement	3
107	Emergency	Fire Rescue Station 20 - Crew Headquarters Addition	2
110	Emergency	Public Safety Training Center (Sheriff)	4
145	Emergency	Station 90 Replacement	4
146	Emergency	Tributary Fire Station (New)	3
147	Emergency	Station 30 Replacement	3
148	Emergency	Station 70 Replacement	2
030	Facilities	Robert M. Foster Justice Center Repairs and Maintenance	3
091	Facilities	County-wide Locking System	3
092	Facilities	Facilities Maintenance Garage Storage Building	5
093	Facilities	James Page Governmental Complex Improvements	3
094	Facilities	Public Services Building HVAC Modifications & Improvements	3
108	Facilities	IT System Refresh	3
109	Facilities	Supervisor of Elections ADA Voting Equipment	3
137	Facilities	Civic Complex	3
153	Facilities	BOCC Complex	1
156	Facilities	Historic Courthouse Generator	3
157	Facilities	Solid Waste Automation, Recording, and Transmission	5
077	Park	Goffinville Boat Ramp Improvements	2
078	Park	South End Beach Front Walkover Modifications	2
079	Park	Scott Road Beach Access Improvements	2
080	Park	West Side Regional Park Development	4
083	Park	John Clayton Boat Ramp Park Development	3
084	Park	Hilliard Ballpark Improvements	4
085	Park	Callahan Ballpark Improvements	5
086	Park	Bryceville Ballpark Improvements	4
087	Park	Yulee Sports Complex	3
088	Park	Nassau Crossings Community Park	2
089	Park	Tributary Community Park	5
132	Park	Holly Point Boat Ramp Park Improvements	2
133	Park	Nelson Nelson Boat Ramp - Keyes Launch	3
134	Park	King's Ferry Boat Ramp - Keyes Launch	4
135	Park	Peter's Point Improvements	2
136	Park	Doc Osa Barula Boat Ramp - Keyes Launch	1
149	Park	Yulee Regional Park	3
150	Park	Nassau Station Park	3
151	Park	Blackrock Cove Park	3
152	Park	Liberty Cove Community Park	3
153	Park	Wildlight Community Park	3
154	Park	American Beach Historic Park	2
002	Road	Amelia Concourse Extension	2
003	Road	CR-107 Improvements	2
004	Road	Hendricks Road Extension to CR-107	2
005	Road	New Road from Henrico to Amelia Concourse	2
006	Road	Pages Dairy Road Extension	3
007	Road	Pages Dairy Road Extension 2	3
009	Road	Christian Way Extension	3
010	Road	William Burgess Boulevard Extension Phase 1	3
012	Road	Pages Dairy Road Widening and Resurfacing	3
013	Road	Chester Road Improvements	3
014	Road	CR 108 Extension from US17 to Chester Road - ENCPA	3
015	Road	William Burgess Boulevard Redevelopment	3
017	Road	Carding Road Improvements	3
018	Road	Harvester Street	3
019	Road	New NFS Road From Mentone/Dade to WBB	3
020	Road	Mentone Road Improvements (4 lane)	3
021	Road	New I-95 Bridge	3 and 5
022	Road	Sumner Pl upgrade	5
023	Road	New Road from I-95 Bridge to WBB	3
024	Road	Harper Chapel Road	3
025	Road	Pemberly Road	3
026	Road	Wildwood Road Extension	5
027	Road	New Road West Nassau	5
028	Road	Edwards Road Extension	5
029	Road	Edwards Road Redevelopment	5
030	Road	Griffin Road	5
031	Road	Pusdlowville Road	4 and 5
032	Road	Sauls Road	5
033	Road	Nuttiff Road	5
034	Road	Thomas Creek Road	4 and 5
035	Road	Ford Road	4
036	Road	CR-119 (Otis Road)	4
038	Road	Hove Cutoff Road	4
039	Road	Pratt Siding Road	4
040	Road	Andrews Road	4
041	Road	Sundberg Road	4
043	Road	CR-108 from Pineridge Road to US-17	3
048	Road	CR 108 Safety Improvements Phase 2	3 and 5
049	Road	CR 108 Safety Improvements Phase 1	4
050	Road	CR 115 (Old Dixie Highway) Widening and Resurfacing	4 and 5
051	Road	Crawford Road Paving	4 and 5
052	Road	Henry Smith Resurfacing and Drainage Improvements	4
053	Road	River Road Safety Improvements	4 and 5
054	Road	Citrona Drive Pedestrian Improvements	1
068	Road	CR 121 (Dixie) County to CR 119	4
069	Road	CR 121 CR 119 to SR 2	4
070	Road	CR 121 SR 2 to CR 108	4
071	Road	CR 121 CR 108 to Bay Road	4
072	Road	CR 121 Bay Road to US 1	4
076	Road	Burnside Road Improvements	5
138	Road	Interchange Road - ENCPA	3
139	Road	Interchange Road at I-95 East - ENCPA	3
140	Road	DSAP Western Loop Collector - ENCPA	3
141	Road	North-South Regional Center Arterial - ENCPA	3
142	Road	US-17 Widening from I-95 to I-95 Regional Center Arterial - ENCPA	3
143	Road	Traffic Signals (10 locations) - ENCPA	3
001	Safety	Amelia Island Parkway/Buccaneer Trail Roundabout	2
008	Safety	Pages Dairy/Chester Road Intersection	3
011	Safety	Palmer Road Hwy1-Hwy1 Improvements	3
016	Safety	William Burgess/Harts Road Reconstruct	3
037	Safety	Crawford Road/ CR 121 Intersection Improvements	4 and 4
042	Safety	Kings Ferry Road	4
060	Safety	Will Hardee / 14th Street SUP - Schools to Waterfront	1 and 2
067	Safety	First Coast Highway and Lulu Street Intersection Improvements	2
112a	TDD	Amelia Island Beach Front Park Branding and Harmonization	1 and 2
112b	TDD	American Beach Cultural Heritage and Visitor Enhancements	1 and 2
112c	TDD	Amelia Island Environmental Branding Initiative	1 and 2
044	Trail	Amelia Island Trail from S. Fletcher to Via Del Rey	1 and 2
045	Trail	Amelia Island Trail from Via Del Rey to S. 14th Street	1 and 2
046	Trail	Amelia Island Trail from S. 14th Street to Bailey Rd	1 and 2
047	Trail	Amelia Island Trail from Bailey Rd to SR 200	1 and 2
055	Trail	Orange Avenue Trail & Scott Road Improvements	2
061	Trail	Bailey Road Sidewalk Improvements	1
062	Trail	Bonnaview Road and Clinch Drive Pedestrian Improvements	1
063	Trail	William Burgess Blvd from US1 to SR 200	3
065	Trail	William Burgess District Trails	3
073	Trail	Baldwin Rail Trail Northern Extension	4
074	Trail	Baldwin Rail Trail Northern Extension (Duval)	4
144	Trail	Internal Shared Use Path System - ENCPA	3

Type	Project Name	District	Project No.	Funding Source	Page No	Proposed FY 21/22	Future Proposed FY 22/23	Future Proposed FY 23/24	Future Proposed FY 24/25	Future Proposed FY 25/26	Candidate	Total
Transportation	Amelia Island Pkwy / Buccaneer Path Roundabout	2	CIP000001	Impact Fees (Transportation)	27, 32	$ 448,969	$ -	$ -	$ -	$ -	$ 2,751,031	$ 3,200,000
Transportation	Amelia Concourse Ext.	2	CIP000002	-	50	$ -	$ -	$ -	$ -	$ -	$ 1,445,677	$ 1,445,677
Transportation	CR 107 (Old Nassauville Rd)	2	CIP000003	-	43	$ -	$ -	$ -	$ -	$ -	$ 12,646,603	$ 12,646,603
Transportation	Hendricks Rd Ext. to CR 107 (Old Nassauville Rd)	2	CIP000004	Impact Fees (Transportation)	24, 53	$ 400,010	$ -	$ -	$ -	$ -	$ 5,844,466	$ 6,244,476
Transportation	Hendricks Rd Ext. to CR 107 (Old Nassauville Rd)	2	CIP000004	Capital Reserves - non-transportation	24, 53	$ 476,343	$ -	$ -	$ -	$ -	$ -	$ 476,343
Transportation	Hendricks Rd Ext. to CR 107 (Old Nassauville Rd)	2	CIP000004	25% Surtax Reserved for CIP	24, 53	$ 155,023	$ -	$ -	$ -	$ -	$ -	$ 155,023
Transportation	New Road from Hendricks to Amelia Concourse	2	CIP000005	Capital Reserves - non-transportation	25, 54	$ 200,054	$ -	$ -	$ -	$ -	$ 1,133,637	$ 1,333,691
Transportation	Pages Dairy Rd Ext. Ph. 1	3	CIP000006	25% Surtax Reserved for CIP	21	$ -	$ -	$ -	$ 1,399,288	$ -	$ -	$ 1,399,288
Transportation	Pages Dairy Rd Ext. Ph. 1	3	CIP000006	Mobility Fees (Zone 1)	21	$ -	$ -	$ -	$ 4,590,481	$ 1,010,182	$ -	$ 5,600,663
Transportation	Pages Dairy Rd Ext. Ph. 2	3	CIP000007	-	39	$ -	$ -	$ -	$ -	$ -	$ 9,150,000	$ 9,150,000
Transportation	Pages Dairy/Chester Rd Intersection	3	CIP000008	Capital Reserves - Transportation	10	$ 2,640,706	$ -	$ -	$ -	$ -	$ -	$ 2,640,706
Transportation	Pages Dairy/Chester Rd Intersection	3	CIP000008	Prior Allocation	10	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Transportation	Christian Way Ext.	2	CIP000009	-	44	$ -	$ -	$ -	$ -	$ -	$ 950,000	$ 950,000
Transportation	William Burgess Blvd Ext. Ph. 1	3	CIP000010	Mobility Fees (Zone 1)	18	$ 2,501,075	$ -	$ -	$ -	$ -	$ 3,600,000	$ 6,101,075
Transportation	William Burgess Blvd Ext. Ph. 1	3	CIP000010	State Appropriation	18	$ 900,000	$ -	$ -	$ -	$ -	$ -	$ 900,000
Transportation	William Burgess Blvd Ext. Ph. 1	3	CIP000010	Capital Reserves - Transportation	18	$ 299,865	$ -	$ -	$ -	$ -	$ -	$ 299,865
Transportation	William Burgess Blvd Ext. Ph. 1	3	CIP000010	Capital Reserves - non-transportation	18	$ 105,313	$ -	$ -	$ -	$ -	$ -	$ 105,313
Transportation	William Burgess Blvd Ext. Ph. 1	3	CIP000010	25% Surtax Reserved for CIP	18	$ 83,687	$ -	$ -	$ -	$ -	$ -	$ 83,687
Transportation	William Burgess Blvd Ext. Ph. 1	3	CIP000010	Prior Allocation	18	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Transportation	Felmor Rd Improvements	3	CIP000011	-	33	$ -	$ -	$ -	$ -	$ -	$ 1,942,117	$ 1,942,117
Transportation	Pages Dairy Rd Improvements	3	CIP000012	Prior Allocation	16	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Transportation	Chester Rd Improvements	3	CIP000013	-	48	$ -	$ -	$ -	$ -	$ -	$ 14,366,622	$ 14,366,622
Transportation	CR-108 from Chester Rd to US-17	3	CIP000014	Mobility	82	$ -	$ -	$ -	$ -	$ -	$ 26,313,784	$ 26,313,784
Transportation	William Burgess Blvd Redevelopment (3/4-Lane)	3	CIP000015	Developer	55	$ -	$ -	$ -	$ -	$ -	$ 22,284,839	$ 22,284,839
Transportation	Cardinal Rd Improvements	3	CIP000017	-	46	$ -	$ -	$ -	$ -	$ -	$ 6,999,951	$ 6,999,951
Transportation	Harvester St Improvements	3	CIP000018	-	42	$ -	$ -	$ -	$ -	$ -	$ 1,273,497	$ 1,273,497
Transportation	New William Burgess Blvd Rd	3	CIP000019	-	49	$ -	$ -	$ -	$ -	$ -	$ 2,916,646	$ 2,916,646
Transportation	Mentoria Rd Improvements (New 4-Lane)	3	CIP000020	-	52	$ -	$ -	$ -	$ -	$ -	$ 6,701,818	$ 6,701,818
Transportation	New Bridge Across I-95	3,5	CIP000021	-	34	$ -	$ -	$ -	$ -	$ -	$ 6,616,260	$ 6,616,260
Transportation	Semper Fi Improvements	3,5	CIP000022	-	64	$ -	$ -	$ -	$ -	$ -	$ 3,216,000	$ 3,216,000
Transportation	New 2-Lane Road in William Burgess District	3	CIP000023	-	35	$ -	$ -	$ -	$ -	$ -	$ 6,416,622	$ 6,416,622
Transportation	Harper Chapel Rd Improvements and Ext.	3	CIP000024	-	41	$ -	$ -	$ -	$ -	$ -	$ 4,809,558	$ 4,809,558
Transportation	Mentoria Rd Improvements (2-Lane)	3	CIP000025	-	45	$ -	$ -	$ -	$ -	$ -	$ 15,002,295	$ 15,002,295
Transportation	Extend Wildwood Rd to Edwards Rd	5	CIP000026	-	77	$ -	$ -	$ -	$ -	$ -	$ 3,500,000	$ 3,500,000
Transportation	New Road From Griffin Rd to I-95 Interchange	5	CIP000027	-	69	$ -	$ -	$ -	$ -	$ -	$ 34,600,984	$ 34,600,984
Transportation	Edwards Rd Ext.	5	CIP000028	-	68	$ -	$ -	$ -	$ -	$ -	$ 12,975,369	$ 12,975,369
Transportation	Edwards Rd Improvements	5	CIP000029	-	59	$ -	$ -	$ -	$ -	$ -	$ 6,600,000	$ 6,600,000
Transportation	Griffin Rd Improvements	5	CIP000030	-	73	$ -	$ -	$ -	$ -	$ -	$ 6,736,255	$ 6,736,255
Transportation	Musselwhite Rd Improvements	5	CIP000031	-	70	$ -	$ -	$ -	$ -	$ -	$ 6,048,102	$ 6,048,102
Transportation	Sauls Rd Improvements	5	CIP000032	-	60	$ -	$ -	$ -	$ -	$ -	$ 3,322,490	$ 3,322,490
Transportation	Ratliff Rd Improvements	4	CIP000033	-	67	$ -	$ -	$ -	$ -	$ -	$ 5,362,619	$ 5,362,619
Transportation	Thomas Creek Rd Improvements	4, 5	CIP000034	-	74	$ -	$ -	$ -	$ -	$ -	$ 3,951,404	$ 3,951,404
Transportation	Ford Rd Improvements	4	CIP000035	-	61	$ -	$ -	$ -	$ -	$ -	$ 5,043,892	$ 5,043,892
Transportation	CR 119 (Otis Rd)	4	CIP000036	-	72	$ -	$ -	$ -	$ -	$ -	$ 6,358,659	$ 6,358,659
Transportation	Crawford Rd/ CR 121 Intersection Improvements	4	CIP000037	-	63	$ -	$ -	$ -	$ -	$ -	$ 1,308,000	$ 1,308,000
Transportation	Rowe Cutoff Rd Improvements	4	CIP000038	-	78	$ -	$ -	$ -	$ -	$ -	$ 1,250,000	$ 1,250,000
Transportation	Pratt Siding Rd Improvements	4	CIP000039	Capital Reserves - Transportation	17	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ 1,500,000
Transportation	Pratt Siding Rd Improvements	4	CIP000039	Prior Allocation	17	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Transportation	Andrews Rd Improvements	4	CIP000040	-	75	$ -	$ -	$ -	$ -	$ -	$ 4,638,482	$ 4,638,482
Transportation	Sundberg Rd Improvements	4	CIP000041	Mobility Fees (Zone 2)	26	$ 338,463	$ -	$ -	$ -	$ -	$ -	$ 338,463
Transportation	Sundberg Rd Improvements	4	CIP000041	Impact Fees (Transportation)	26	$ 542,911	$ -	$ -	$ -	$ -	$ -	$ 542,911
Transportation	Kings Ferry Rd Improvements	4	CIP000042	-	62	$ -	$ -	$ -	$ -	$ -	$ 5,722,725	$ 5,722,725
Transportation	CR 108 Improvements	4, 5	CIP000043	-	71	$ -	$ -	$ -	$ -	$ -	$ 30,000,000	$ 30,000,000
Transportation	Amelia Island Trail (Phase 1)	2	CIP000044	Federal Grant Funds	9	$ 710,925	$ -	$ -	$ -	$ -	$ -	$ 710,925
Transportation	Amelia Island Trail (Phase 1)	2	CIP000044	Prior Allocation	9	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Transportation	Amelia Island Trail (Phase 2)	2	CIP000045	Federal Grant Funds	9	$ -	$ -	$ 996,850	$ -	$ -	$ -	$ 996,850
Transportation	Amelia Island Trail (Phase 2)	2	CIP000045	Prior Allocation	9	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Transportation	Amelia Island Trail (Phase 3)	2	CIP000046	Federal Grant Funds	9	$ -	$ -	$ 709,607	$ -	$ -	$ -	$ 709,607
Transportation	Amelia Island Trail (Phase 3)	2	CIP000046	Prior Allocation	9	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Transportation	Amelia Island Trail (Phase 4	2	CIP000047	Federal Grant Funds	9	$ -	$ -	$ 686,976	$ -	$ -	$ -	$ 686,976
Transportation	Amelia Island Trail (Phase 4	2	CIP000047	Prior Allocation	9	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Transportation	CR 108 Safety Improvements Middle Rd to US17	3,5	CIP000048	Federal Grant Funds	11	$ 3,197,768	$ -	$ -	$ -	$ -	$ -	$ 3,197,768
Transportation	CR 108 Safety Improvements Bay Rd to Middle Rd	4	CIP000049	Federal Grant Funds	12	$ 825,286	$ -	$ -	$ -	$ -	$ -	$ 825,286
Transportation	CR115 Widening & Resurfacing	4, 5	CIP000050	Prior Allocation	13	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Transportation	Crawford Rd Construction	4, 5	CIP000051	Prior Allocation	14	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Transportation	Henry Smith Rd Improvements	4	CIP000052	Prior Allocation	15	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Transportation	River Rd Safety Improvements	4, 5	CIP000053	Prior Allocation	20	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Transportation	Citrona Dr Pedestrian Safety Improvements	3	CIP000054	Capital Reserves - Transportation	22	$ 7,500	$ -	$ -	$ -	$ -	$ -	$ 7,500
Transportation	Orange Ave Trail & Scott Rd Safety Improvements	2	CIP000055	25% Surtax Reserved for CIP	23	$ -	$ -	$ -	$ -	$ 700,073	$ -	$ 700,073
Transportation	Will Hardee / 14th Street Shared Use Path (Schools to waterfront)	1	CIP000060	-	36	$ -	$ -	$ -	$ -	$ -	$ 6,168,181	$ 6,168,181
Transportation	Bailey Rd Sidewalk Improvements	1	CIP000061	-	37	$ -	$ -	$ -	$ -	$ -	$ 38,996	$ 38,996
Transportation	Bonneview Rd & Clinch Dr Pedestrian Improvements	1	CIP000062	-	38	$ -	$ -	$ -	$ -	$ -	$ 2,543,226	$ 2,543,226
Transportation	William Burgess Blvd trail	3	CIP000063	-	40	$ -	$ -	$ -	$ -	$ -	$ 2,122,805	$ 2,122,805
Transportation	Harvester Street Improvements	3	CIP000064	-	42	$ -	$ -	$ -	$ -	$ -	$ 1,273,497	$ 1,273,497
Transportation	William Burgess District Interconnectivity Trail	3	CIP000065	-	47	$ -	$ -	$ -	$ -	$ -	$ 2,500,000	$ 2,500,000
Transportation	First Coast Highway & Julia St Intersection Improvements	2	CIP000067	-	51	$ -	$ -	$ -	$ -	$ -	$ 3,200,000	$ 3,200,000
Transportation	CR 121 Resurfacing & Safety Improvements Phase 1	4	CIP000068	-	58	$ -	$ -	$ -	$ -	$ -	$ 4,066,730	$ 4,066,730
Transportation	CR 121 Resurfacing & Safety Improvements Phase 2	4	CIP000069	-	58	$ -	$ -	$ -	$ -	$ -	$ 4,549,032	$ 4,549,032
Transportation	CR 121 Resurfacing & Safety Improvements Phase 3	4	CIP000070	-	58	$ -	$ -	$ -	$ -	$ -	$ 3,155,603	$ 3,155,603
Transportation	CR 121 Resurfacing & Safety Improvements Phase 4	4	CIP000071	-	58	$ -	$ -	$ -	$ -	$ -	$ 3,098,728	$ 3,098,728
Transportation	CR 121 Resurfacing & Safety Improvements Phase 5	4	CIP000072	-	58	$ -	$ -	$ -	$ -	$ -	$ 4,037,160	$ 4,037,160
Transportation	Baldwin Rail Trail Ext Phase 1	4	CIP000073	-	65	$ -	$ -	$ -	$ -	$ -	$ 11,363,065	$ 11,363,065
Transportation	Baldwin Rail Trail Ext Phase 2	4	CIP000074	-	66	$ -	$ -	$ -	$ -	$ -	$ 3,200,000	$ 3,200,000
Transportation	Bismark Rd Improvements	5	CIP000076	-	76	$ -	$ -	$ -	$ -	$ -	$ 9,278,500	$ 9,278,500
Transportation Total						$ 15,333,898	$ -	$ 2,393,433	$ 5,989,769	$ 1,710,255	$ 354,395,927	$ 379,823,282

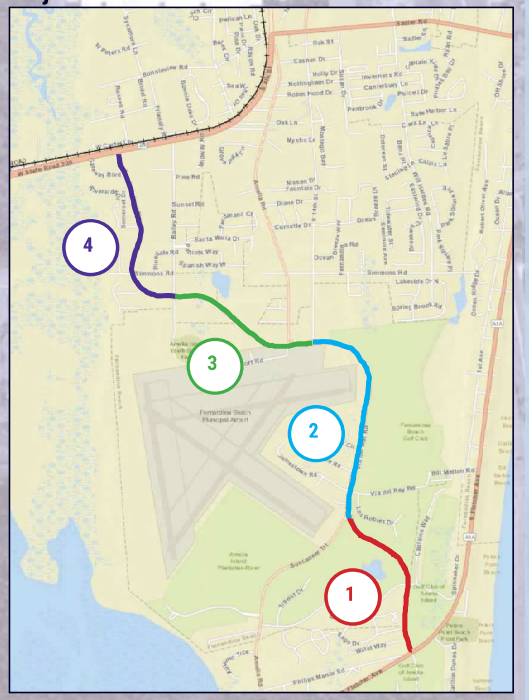
Engineering Services

Amelia Island Parkway Multi-Use Trail

BOCC District 1

8
EAST ZONE

Project Photo



Current Status:
Under Design

Project Team Members:
Engineering Firm: STV
Contractor: TBD
Construction Engineering Inspection: TBD
Project Manager: Robert T. Companion, PE

CIP000044 - CIP000047

Project Limits:

- From South Fletcher Avenue to SR 200(3.2 miles)
- Four Segments
  - 1- S. Fletcher to Via Del Rey
  - 2– Via Del Rey to S. 14th Street
  - 3– S. 14th Street to Bailey Road
  - 4– Bailey Road to SR 200

Project Goals:

Construct a multi-use trail

Construction Activities:

- Construct an asphalt trail, 8’ to 10’ in width

Project Schedule:

Design 2020/2021 - 2024/2025
Construction 2021/2022 - 2024/2025

Project Budget:

$ 60,000 (Oversee Design Only) LAP Funded
Construction Four Segments:
1- $710,925 2– $996,850*
3–$709,607* 4– $686,976*

Estimated Annual Maintenance Cost:
$7,500 (resurface every 20 years)

* Budgets programmed into FDOT & TPOs 5-year work plan. Final estimates to be determined when Engineering is completed.

Engineering Services

Pages Dairy and Chester Road Intersection Improvements

BOCC District 3

Project Photo

Current Status:
Under Design

Project Team Members:
Engineering Firm: Connelly & Wicker
Contractor: TBD
Construction Engineering Inspection: TBD
Project Manager: Robert T. Companion, PE

CIP000008

Project Limits:

Intersection of David Hallman and Chester Road to intersection of Pages Dairy and Chester Road

Project Goals:

Improve the intersection to include safer turning movements and urbanize the roadway

Construction Activities:

- Construct new turn lanes
- Signalize the intersection
- Improve drainage and storm water runoff treatment
- Provide pedestrian and bike facilities

Project Schedule:

- Currently under design
- Construction to begin in 2021
- Project may be phased to complete signal ahead of other improvements

Project Budget:

$ 7,357,960 (Total) - County Funding

Estimated Annual Maintenance Cost:
$12,500 (resurface every 20 years)

Engineering Services

Pages Dairy Road Extension Phase 1

BOCC District 3

10

EAST ZONE

Project Photo

CIP000006

Project Limits:

Chester Road to Blackrock Road

Project Goals:

- Provide a northern alternative to SR 200 from Chester Road to Blackrock Road.

Construction Activities:

- Construct a new roadway with bicycle and pedestrian facilities from Chester Road to Blackrock Road.

Project Schedule:

- Design FY 2024/2025
- Construction FY 2025/2026

Project Budget:

$ 6,999,951 (Design & Construction)

Estimated Annual Maintenance Cost:
$28,250 (resurface every 20 years)

Current Status:

- Design to begin FY 2021/2022

Project Team Members:

Engineering Firm: TBD
Contractor: TBD
Construction Engineering Inspection: TBD
Project Manager: Robert T. Companion, PE

Engineering Services

Citrona Drive Pedestrian Safety Improvements

BOCC District 1

Project Photo

CIP000054

Project Limits:

Hickory Street to Beech Street

Project Goals:

- Pedestrian safety improvements

Construction Activities:

- Path / Sidewalk construction and improvements

Project Schedule:

- Design Underway
- Construction completion in 2022

Project Budget:

FDOT funding design
$ 7,500 - LAP Funding- County oversight
Construction Budget: TBD - LAP*

Estimated Annual Maintenance Cost:
$7,353 (path and signs)

* Construction LAP funding to be determined when design is completed.

Current Status:

- Under design by FDOT selected engineering firm. Oversight and review by Nassau County

Project Team Members:

Engineering Firm: Element Engineering
Contractor: TBD
Construction Engineering Inspection: TBD
Project Manager: Robert T. Companion, PE

Engineering Services

Pages Dairy Road Extension Phase 2
BOCC District 3

7
EAST ZONE

Project Photo

CIP000007

Project Limits:

Blackrock Road to O'Neil-Scott Road.

Project Goals:

- Provide a northern alternative to SR 200 from Blackrock Road to O'Neil-Scott Road.

Construction Activities:

- Construct a new roadway with bicycle and pedestrian facilities from Chester Blackrock Road to O'Neil-Scott Road.. Feasibility Study will be required due to impacts to creek system.

Project Schedule:

- Design TBD
- Construction TBD

Project Budget:

$ 9,150,000 (Design & Construction)
Estimate will need revision pending out-come of Feasibility Study.

Estimated Annual Maintenance Cost:
$25,000 (resurface every 20 years)

Current Status:

- Pending Selection

Project Team Members:

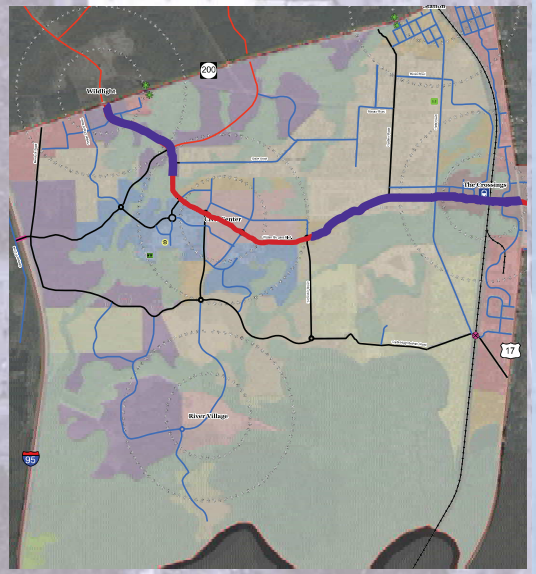
Engineering Firm: TBD
Contractor: TBD
Construction Engineering Inspection: TBD
Project Manager: Robert T. Companion, PE

Engineering Services

William Burgess Boulevard Trail
BOCC District 3

3
EAST ZONE

Project Photo



CIP000063

Project Limits:

SR 200 to US 17

Project Goals:

- Provide a pedestrian and bicyclist facilities along William Burgess Boulevard to serve FSCJ, Robert M. Foster Judicial Center, Wild-light, YHS, YMS, residents, and surrounding commercial businesses in the area as well as provide recreational facilities.

Construction Activities:

- Complete construction of shared use path from SR 200 to US 17.

Project Schedule:

- Design TBD
- Construction TBD

Project Budget:

$ 2,122,805 (Design & Construction)*

Estimated Annual Maintenance Cost:
$22,059 (resurface every 20 years)

Developer Funded (1.91 miles)
County Funded (1.01 miles)

Current Status:

- Pending Selection

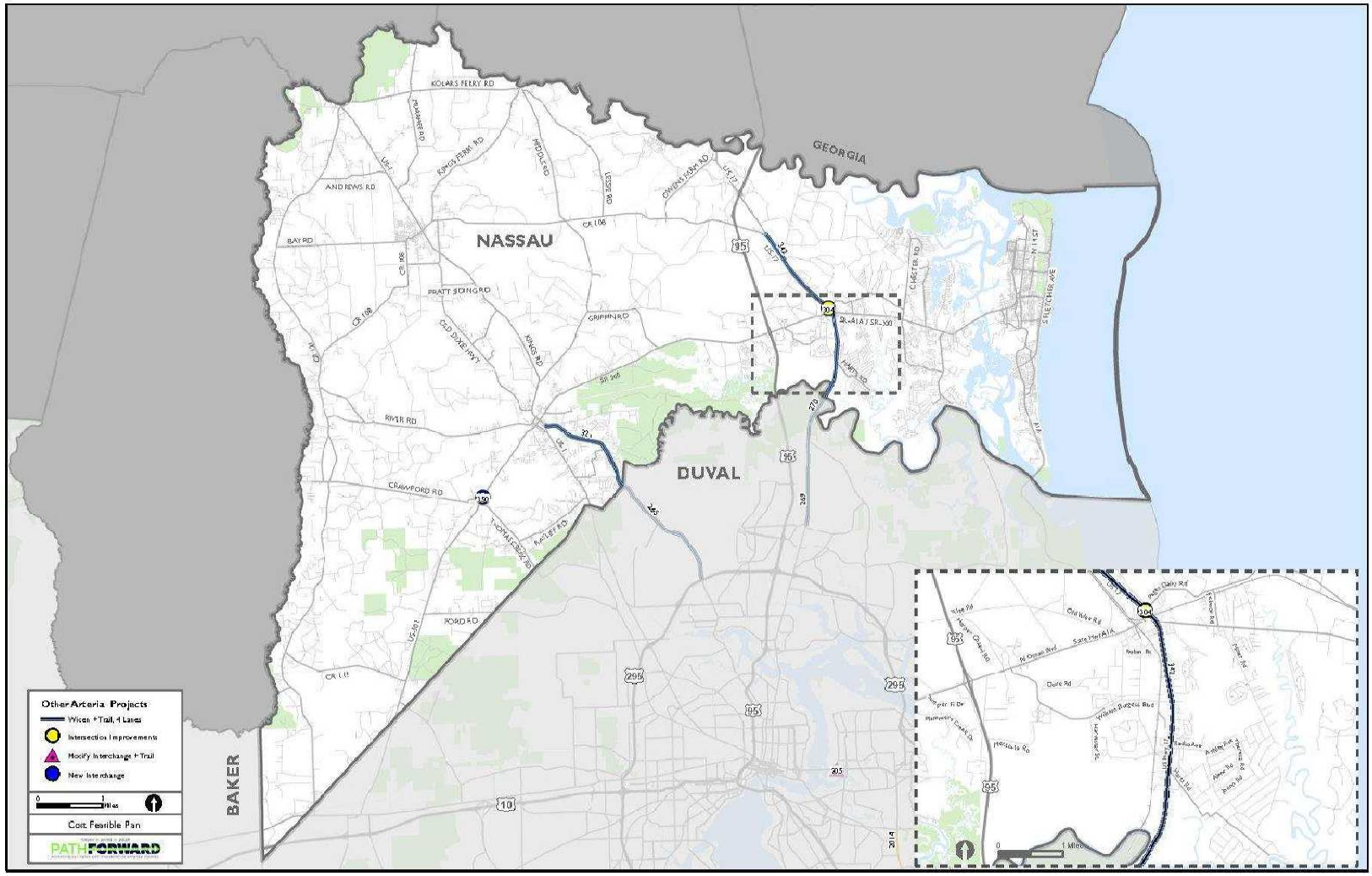
Project Team Members:

Engineering Firm: TBD
Contractor: TBD
Construction Engineering Inspection: TBD
Project Manager: Robert T. Companion, PE

Table 9.3: 2045 Adopted Cost Feasible Plan - Other Arterial Projects (State and Federally Funded Projects)

Facility	County	ID	From	To	Improvement	Years 2019-2025	Years 2026-2030	Years 2031-2035	Years 2036-2045
J Turner Butler Boulevard (SR 202)	Duval	NA	I-95	SR A1A	Planning Study	$2,000			
J Turner Butler Boulevard (SR 202)	Duval	NA	@ San Pablo		Major intersection improvement	$13,125			
Jacksonville National Cemetery Access Road	Duval	NA	Lannie Road	Arnold Road	Construct new 2 lane road	$164			
SR 115 (Southside Boulevard)	Duval	NA	@ Gate Parkway		Major intersection improvement	$9,331			
SR 115 (Southside Boulevard)	Duval	NA	@ Deerwood Park		Major intersection improvement	$9,526			
SR 212 (Beach Boulevard)	Duval	NA	@ Southside Boulevard		Major intersection improvement	$5,606			
SR 16	St. Johns	NA	@ International Golf Parkway		Major intersection improvement	$5,500			
SR 16	St. Johns	NA	SR 313	I-95	Widen to 4 lanes	$500			
SR 313	St Johns	NA	SR 207	South Holmes Boulevard	Construct new 2 lane road	$12,421			
SR 21 (Blanding Boulevard)	Clay	NA	CR 218	Black Creek	Widen to 6 lanes	$20,327			
CR 220	Clay	NA	Henley Road (CR 209)	Knight Boxx Road (CR 220B)	Widen to 4 lanes	$16,643			
US 17 Main Street	Duval	269	New Berlin Road	Pecan Park Road	Widen to 4 lanes + trail	$6,000	$6,090		
US 17 Main Street	Duval	270	Pecan Park Road	Nassau County Line	Widen to 4 lanes + trail			$21,083	
SR 115 Southside Boulevard	Duval	2014	SR 202 J T Butler Boulevard	US 90 Beach Boulevard	Widen to 6 lanes			$18,583	
SR 115 Southside Boulevard	Duval	2010	at SR 152 Baymeadows Road		Continuous Flow Intersection			$7,500	$20,000
SR 115 Southside Boulevard	Duval	2011	at J T Butler Boulevard		Modify Interchange				$28,200
US 1 SR 5 Phillips Highway	Duval	297	I-95 at the Avenues Mall	SR 202 J T Butler Boulevard	Widen to 6 lanes + Trail			$43,985	
US 1 SR 5 Phillips Highway	Duval	2000	SR 9B	I-295	Widen to 6 lanes + Trail				$12,347
SR 115 Lem Turner Road	Duval	265	I-295	Nassau County Line	Widen to 4 lanes + trail				$55,330
Atlantic Boulevard (SR 10)	Duval	206	at Girvin Road		Intersection Improvements		$1,455		
Atlantic Boulevard (SR 10)	Duval	207	at Hodges Boulevard		Intersection Improvements		$1,455		
Atlantic Boulevard (SR 10)	Duval	208	at San Pablo Boulevard		Intersection Improvements		$1,455		
Arlington Expressway	Duval	205	University Boulevard (SR 109)		Modify Interchange + Trail			$1,725	
Normandy Boulevard (SR 228)	Duval	288	US 301	Bell Road (Equestrian Park)	Widen to 4 lanes		$15,300		
SR 16	Clay	125	First Coast Expressway	SR 15A Oakridge Avenue	Widen to 4 lanes		$42,600		
SR 16	Clay	126	US 17	Shands Bridge	Widen to 4 lanes				$39,445
SR 100	Clay	124	Clay/Bradford County Line	Clay/Putnam County Line	Widen to 4 lanes				$4,633
SR 21 Blanding Boulevard	Clay	127	SR 16	CR 215 Blanding Boulevard	Widen to 4 lanes			$19,496	
US 17	Clay	130	Orion Road	SR16	Context Sensitive Solutions			$1,300	
US 17	Nassau	342	Duval County Line	CR 108	Widen to 4 lanes				$41,891
US 17	Nassau	304	at Pages Dairy Road		Major Intersection Improvement				$8,200
SR 115 Lem Turner Road	Nassau	321	Duval County Line	US 1/ SR 15	Widen to 4 lanes + trail			$4,860	
US 301	Nassau	350	at Crawford Road		Major Intersection Improvement				$2,200
SR 16	St Johns	471	Grand Oaks Eastern Entrance	Western Outlet Mall Entrance	Widen to 4 lanes		$7,800		

Figure 9.5: Adopted 2045 Cost Feasible Plan - Other Arterial Projects - Nassau County



Appendix C
(Data Collection Sheets)

Peggy Malone & Associates
(888) 247-8602

File Name : 1-SR-200 and US-17 AM
Site Code :
Start Date : 6/15/2021
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Groups Printed- Cars

	US 17 Southbound					SR 200 Westbound					US 17 Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	1	10	73	0	84	65	146	43	0	254	49	21	1	0	71	2	123	9	0	134	543
06:45 AM	3	18	60	0	81	85	171	66	0	322	55	17	5	0	77	4	127	11	0	142	622
Total	4	28	133	0	165	150	317	109	0	576	104	38	6	0	148	6	250	20	0	276	1165
07:00 AM	3	22	69	0	94	86	168	64	0	318	56	28	10	0	94	7	160	11	0	178	684
07:15 AM	5	20	80	0	105	66	213	63	0	342	63	21	5	0	89	6	228	14	0	248	784
07:30 AM	8	29	77	0	114	70	172	69	0	311	80	23	7	0	110	9	206	24	0	239	774
07:45 AM	15	33	77	0	125	71	176	58	0	305	80	24	9	0	113	10	209	25	0	244	787
Total	31	104	303	0	438	293	729	254	0	1276	279	96	31	0	406	32	803	74	0	909	3029
08:00 AM	8	26	60	0	94	54	143	55	0	252	71	13	13	0	97	3	184	18	0	205	648
08:15 AM	7	14	61	0	82	49	135	51	1	236	84	27	9	0	120	10	181	17	0	208	646
08:30 AM	5	21	70	0	96	70	158	75	0	303	66	14	12	0	92	9	210	9	0	228	719
08:45 AM	5	21	73	0	99	44	126	49	0	219	67	23	9	0	99	10	204	12	1	227	644
Total	25	82	264	0	371	217	562	230	1	1010	288	77	43	0	408	32	779	56	1	868	2657
09:00 AM	3	20	50	0	73	68	175	73	0	316	74	18	7	0	99	9	136	10	0	155	643
09:15 AM	5	12	69	0	86	68	146	70	0	284	64	17	7	0	88	10	203	8	0	221	679
Grand Total	68	246	819	0	1133	796	1929	736	1	3462	809	246	94	0	1149	89	2171	168	1	2429	8173
Apprch %	6	21.7	72.3	0		23	55.7	21.3	0		70.4	21.4	8.2	0		3.7	89.4	6.9	0		
Total %	0.8	3	10	0	13.9	9.7	23.6	9	0	42.4	9.9	3	1.2	0	14.1	1.1	26.6	2.1	0	29.7	

	US 17 Southbound				SR 200 Westbound				US 17 Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	22	69	94	**86**	168	64	318	56	**28**	**10**	94	7	160	11	178	684
07:15 AM	5	20	**80**	105	66	**213**	63	**342**	63	21	5	89	6	**228**	14	**248**	784
07:30 AM	8	29	77	114	70	172	**69**	311	**80**	23	7	110	9	206	24	239	774
07:45 AM	**15**	**33**	77	**125**	71	176	58	305	80	24	9	**113**	**10**	209	**25**	244	**787**
Total Volume	31	104	303	438	293	729	254	1276	279	96	31	406	32	803	74	909	3029
% App. Total	7.1	23.7	69.2		23	57.1	19.9		68.7	23.6	7.6		3.5	88.3	8.1		
PHF	.517	.788	.947	.876	.852	.856	.920	.933	.872	.857	.775	.898	.800	.880	.740	.916	.962

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Groups Printed- Trucks

	US 17 Southbound					SR 200 Westbound					US 17 Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	2	8	0	10	7	12	1	0	20	5	1	0	0	6	0	21	1	0	22	58
06:45 AM	0	3	10	0	13	1	11	5	0	17	7	2	1	0	10	3	14	0	0	17	57
Total	0	5	18	0	23	8	23	6	0	37	12	3	1	0	16	3	35	1	0	39	115
07:00 AM	1	3	12	0	16	2	12	1	0	15	9	0	0	0	9	1	13	0	0	14	54
07:15 AM	1	3	15	0	19	9	12	2	0	23	4	0	0	0	4	2	14	0	0	16	62
07:30 AM	1	0	6	0	7	8	12	3	0	23	8	1	1	0	10	1	17	2	0	20	60
07:45 AM	0	0	13	0	13	8	15	1	0	24	5	2	1	0	8	0	21	4	0	25	70
Total	3	6	46	0	55	27	51	7	0	85	26	3	2	0	31	4	65	6	0	75	246
08:00 AM	1	3	16	0	20	17	15	0	0	32	7	1	0	0	8	0	22	3	0	25	85
08:15 AM	2	0	10	0	12	12	15	4	0	31	9	2	4	0	15	1	18	1	0	20	78
08:30 AM	0	3	10	0	13	11	16	3	0	30	5	1	3	0	9	0	26	3	0	29	81
08:45 AM	2	1	12	0	15	13	21	7	0	41	4	2	1	0	7	0	24	6	0	30	93
Total	5	7	48	0	60	53	67	14	0	134	25	6	8	0	39	1	90	13	0	104	337
09:00 AM	1	1	7	0	9	15	21	9	0	45	8	2	2	0	12	0	24	3	0	27	93
09:15 AM	0	0	5	0	5	9	18	7	0	34	4	2	0	0	6	1	25	0	0	26	71
Grand Total	9	19	124	0	152	112	180	43	0	335	75	16	13	0	104	9	239	23	0	271	862
Apprch %	5.9	12.5	81.6	0		33.4	53.7	12.8	0		72.1	15.4	12.5	0		3.3	88.2	8.5	0		
Total %	1	2.2	14.4	0	17.6	13	20.9	5	0	38.9	8.7	1.9	1.5	0	12.1	1	27.7	2.7	0	31.4	

	US 17 Southbound				SR 200 Westbound				US 17 Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**2**	0	10	12	12	15	4	31	**9**	**2**	**4**	**15**	**1**	18	1	20	78
08:30 AM	0	**3**	10	13	11	16	3	30	5	1	3	9	0	**26**	3	29	81
08:45 AM	2	1	**12**	**15**	13	**21**	7	41	4	2	1	7	0	24	**6**	**30**	**93**
09:00 AM	1	1	7	9	**15**	21	**9**	**45**	8	2	2	12	0	24	3	27	93
Total Volume	5	5	39	49	51	73	23	147	26	7	10	43	1	92	13	106	345
% App. Total	10.2	10.2	79.6		34.7	49.7	15.6		60.5	16.3	23.3		0.9	86.8	12.3		
PHF	.625	.417	.813	.817	.850	.869	.639	.817	.722	.875	.625	.717	.250	.885	.542	.883	.927

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Groups Printed- Combined

	US 17 Southbound					SR 200 Westbound					US 17 Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	1	12	81	0	94	72	158	44	0	274	54	22	1	0	77	2	144	10	0	156	601
06:45 AM	3	21	70	0	94	86	182	71	0	339	62	19	6	0	87	7	141	11	0	159	679
Total	4	33	151	0	188	158	340	115	0	613	116	41	7	0	164	9	285	21	0	315	1280
07:00 AM	4	25	81	0	110	88	180	65	0	333	65	28	10	0	103	8	173	11	0	192	738
07:15 AM	6	23	95	0	124	75	225	65	0	365	67	21	5	0	93	8	242	14	0	264	846
07:30 AM	9	29	83	0	121	78	184	72	0	334	88	24	8	0	120	10	223	26	0	259	834
07:45 AM	15	33	90	0	138	79	191	59	0	329	85	26	10	0	121	10	230	29	0	269	857
Total	34	110	349	0	493	320	780	261	0	1361	305	99	33	0	437	36	868	80	0	984	3275
08:00 AM	9	29	76	0	114	71	158	55	0	284	78	14	13	0	105	3	206	21	0	230	733
08:15 AM	9	14	71	0	94	61	150	55	1	267	93	29	13	0	135	11	199	18	0	228	724
08:30 AM	5	24	80	0	109	81	174	78	0	333	71	15	15	0	101	9	236	12	0	257	800
08:45 AM	7	22	85	0	114	57	147	56	0	260	71	25	10	0	106	10	228	18	1	257	737
Total	30	89	312	0	431	270	629	244	1	1144	313	83	51	0	447	33	869	69	1	972	2994
09:00 AM	4	21	57	0	82	83	196	82	0	361	82	20	9	0	111	9	160	13	0	182	736
09:15 AM	5	12	74	0	91	77	164	77	0	318	68	19	7	0	94	11	228	8	0	247	750
Grand Total	77	265	943	0	1285	908	2109	779	1	3797	884	262	107	0	1253	98	2410	191	1	2700	9035
Apprch %	6	20.6	73.4	0		23.9	55.5	20.5	0		70.6	20.9	8.5	0		3.6	89.3	7.1	0		
Total %	0.9	2.9	10.4	0	14.2	10	23.3	8.6	0	42	9.8	2.9	1.2	0	13.9	1.1	26.7	2.1	0	29.9	

	US 17 Southbound				SR 200 Westbound				US 17 Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	25	81	110	**88**	180	65	333	65	**28**	**10**	103	8	173	11	192	738
07:15 AM	6	23	**95**	124	75	**225**	65	**365**	67	21	5	93	8	**242**	14	264	846
07:30 AM	9	29	83	121	78	184	**72**	334	**88**	24	8	120	**10**	223	26	259	834
07:45 AM	**15**	**33**	90	**138**	79	191	59	329	85	26	10	**121**	10	230	**29**	**269**	**857**
Total Volume	34	110	349	493	320	780	261	1361	305	99	33	437	36	868	80	984	3275
% App. Total	6.9	22.3	70.8		23.5	57.3	19.2		69.8	22.7	7.6		3.7	88.2	8.1		
PHF	.567	.833	.918	.893	.909	.867	.906	.932	.866	.884	.825	.903	.900	.897	.690	.914	.955

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Groups Printed- Cars

	US 17 Southbound					SR 200 Westbound					US 17 Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	9	24	59	0	92	64	165	57	0	286	80	22	6	0	108	12	162	10	0	184	670
11:45 AM	10	16	57	0	83	58	169	66	0	293	91	26	12	0	129	8	168	16	0	192	697
Total	19	40	116	0	175	122	334	123	0	579	171	48	18	0	237	20	330	26	0	376	1367
12:00 PM	6	28	66	0	100	79	189	81	0	349	76	25	9	0	110	9	150	13	0	172	731
12:15 PM	8	28	66	0	102	56	187	72	0	315	76	24	12	0	112	7	196	12	0	215	744
12:30 PM	10	24	88	0	122	60	184	76	0	320	76	26	13	0	115	15	150	12	0	177	734
12:45 PM	5	27	71	0	103	66	150	85	0	301	68	27	12	0	107	13	165	11	0	189	700
Total	29	107	291	0	427	261	710	314	0	1285	296	102	46	0	444	44	661	48	0	753	2909
01:00 PM	4	18	79	0	101	83	178	71	0	332	73	15	11	0	99	9	167	18	0	194	726
01:15 PM	7	30	77	0	114	73	151	77	0	301	65	28	19	0	112	8	185	7	0	200	727
Grand Total	59	195	563	0	817	539	1373	585	0	2497	605	193	94	0	892	81	1343	99	0	1523	5729
Apprch %	7.2	23.9	68.9	0		21.6	55	23.4	0		67.8	21.6	10.5	0		5.3	88.2	6.5	0		
Total %	1	3.4	9.8	0	14.3	9.4	24	10.2	0	43.6	10.6	3.4	1.6	0	15.6	1.4	23.4	1.7	0	26.6	

	US 17 Southbound				SR 200 Westbound				US 17 Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	6	**28**	66	100	**79**	**189**	81	**349**	**76**	25	9	110	9	150	**13**	172	731
12:15 PM	8	28	66	102	56	187	72	315	76	24	12	112	7	**196**	12	**215**	**744**
12:30 PM	**10**	24	**88**	**122**	60	184	76	320	76	26	**13**	**115**	**15**	150	12	177	734
12:45 PM	5	27	71	103	66	150	**85**	301	68	**27**	12	107	13	165	11	189	700
Total Volume	29	107	291	427	261	710	314	1285	296	102	46	444	44	661	48	753	2909
% App. Total	6.8	25.1	68.1		20.3	55.3	24.4		66.7	23	10.4		5.8	87.8	6.4		
PHF	.725	.955	.827	.875	.826	.939	.924	.920	.974	.944	.885	.965	.733	.843	.923	.876	.977

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Groups Printed- Trucks

	US 17 Southbound					SR 200 Westbound					US 17 Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	2	4	8	0	14	15	15	0	0	30	6	2	0	0	8	1	17	2	0	20	72
11:45 AM	0	4	8	0	12	12	27	6	0	45	7	0	0	0	7	0	16	0	0	16	80
Total	2	8	16	0	26	27	42	6	0	75	13	2	0	0	15	1	33	2	0	36	152
12:00 PM	0	5	12	0	17	7	17	3	0	27	5	2	0	0	7	0	15	0	0	15	66
12:15 PM	0	2	10	0	12	14	20	3	0	37	8	3	0	0	11	1	24	1	0	26	86
12:30 PM	2	1	11	0	14	12	15	5	0	32	3	1	0	0	4	1	16	2	0	19	69
12:45 PM	1	0	7	0	8	8	19	3	0	30	4	0	0	0	4	1	13	1	0	15	57
Total	3	8	40	0	51	41	71	14	0	126	20	6	0	0	26	3	68	4	0	75	278
01:00 PM	1	1	9	0	11	9	20	8	0	37	4	1	0	0	5	1	18	0	0	19	72
01:15 PM	1	0	11	0	12	14	11	5	0	30	3	1	0	0	4	1	24	2	0	27	73
Grand Total	7	17	76	0	100	91	144	33	0	268	40	10	0	0	50	6	143	8	0	157	575
Apprch %	7	17	76	0		34	53.7	12.3	0		80	20	0	0		3.8	91.1	5.1	0		
Total %	1.2	3	13.2	0	17.4	15.8	25	5.7	0	46.6	7	1.7	0	0	8.7	1	24.9	1.4	0	27.3	

	US 17 Southbound				SR 200 Westbound				US 17 Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	**2**	4	8	14	**15**	15	0	30	6	2	0	8	**1**	17	**2**	20	72
11:45 AM	0	4	8	12	12	**27**	**6**	**45**	7	0	0	7	0	16	0	16	80
12:00 PM	0	**5**	**12**	**17**	7	17	3	27	5	2	0	7	0	15	0	15	66
12:15 PM	0	2	10	12	14	20	3	37	**8**	**3**	0	**11**	1	**24**	1	**26**	**86**
Total Volume	2	15	38	55	48	79	12	139	26	7	0	33	2	72	3	77	304
% App. Total	3.6	27.3	69.1		34.5	56.8	8.6		78.8	21.2	0		2.6	93.5	3.9		
PHF	.250	.750	.792	.809	.800	.731	.500	.772	.813	.583	.000	.750	.500	.750	.375	.740	.884

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File Name : 1-SR-200 and US-17 MID
Site Code :
Start Date : 6/15/2021
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Groups Printed- Combined

	US 17 Southbound					SR 200 Westbound					US 17 Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	11	28	67	0	106	79	180	57	0	316	86	24	6	0	116	13	179	12	0	204	742
11:45 AM	10	20	65	0	95	70	196	72	0	338	98	26	12	0	136	8	184	16	0	208	777
Total	21	48	132	0	201	149	376	129	0	654	184	50	18	0	252	21	363	28	0	412	1519
12:00 PM	6	33	78	0	117	86	206	84	0	376	81	27	9	0	117	9	165	13	0	187	797
12:15 PM	8	30	76	0	114	70	207	75	0	352	84	27	12	0	123	8	220	13	0	241	830
12:30 PM	12	25	99	0	136	72	199	81	0	352	79	27	13	0	119	16	166	14	0	196	803
12:45 PM	6	27	78	0	111	74	169	88	0	331	72	27	12	0	111	14	178	12	0	204	757
Total	32	115	331	0	478	302	781	328	0	1411	316	108	46	0	470	47	729	52	0	828	3187
01:00 PM	5	19	88	0	112	92	198	79	0	369	77	16	11	0	104	10	185	18	0	213	798
01:15 PM	8	30	88	0	126	87	162	82	0	331	68	29	19	0	116	9	209	9	0	227	800
Grand Total	66	212	639	0	917	630	1517	618	0	2765	645	203	94	0	942	87	1486	107	0	1680	6304
Apprch %	7.2	23.1	69.7	0		22.8	54.9	22.4	0		68.5	21.5	10	0		5.2	88.5	6.4	0		
Total %	1	3.4	10.1	0	14.5	10	24.1	9.8	0	43.9	10.2	3.2	1.5	0	14.9	1.4	23.6	1.7	0	26.6	

	US 17 Southbound				SR 200 Westbound				US 17 Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	10	20	65	95	70	196	72	338	**98**	26	12	**136**	8	184	**16**	208	777
12:00 PM	6	**33**	78	117	**86**	206	**84**	**376**	81	**27**	9	117	9	165	13	187	797
12:15 PM	8	30	76	114	70	**207**	75	352	84	27	12	123	8	**220**	13	**241**	**830**
12:30 PM	**12**	25	**99**	**136**	72	199	81	352	79	27	**13**	119	**16**	166	14	196	803
Total Volume	36	108	318	462	298	808	312	1418	342	107	46	495	41	735	56	832	3207
% App. Total	7.8	23.4	68.8		21	57	22		69.1	21.6	9.3		4.9	88.3	6.7		
PHF	.750	.818	.803	.849	.866	.976	.929	.943	.872	.991	.885	.910	.641	.835	.875	.863	.966

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File Name : 1-SR-200 and US-17 PM
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Start Date : 6/15/2021
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Groups Printed- Cars

	US 17 Southbound					SR 200 Westbound					US 17 Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	6	31	99	0	136	91	159	73	0	323	96	35	12	0	143	14	214	24	0	252	854
03:45 PM	7	40	96	0	143	107	233	72	0	412	95	25	14	0	134	11	227	17	0	255	944
Total	13	71	195	0	279	198	392	145	0	735	191	60	26	0	277	25	441	41	0	507	1798
04:00 PM	8	48	95	0	151	82	216	86	0	384	104	41	13	0	158	7	211	18	0	236	929
04:15 PM	9	37	88	0	134	112	218	94	0	424	90	51	13	0	154	9	232	25	0	266	978
04:30 PM	6	34	86	0	126	107	269	106	0	482	93	27	17	0	137	7	234	18	0	259	1004
04:45 PM	8	40	106	0	154	124	216	100	0	440	90	43	16	0	149	8	218	34	0	260	1003
Total	31	159	375	0	565	425	919	386	0	1730	377	162	59	0	598	31	895	95	0	1021	3914
05:00 PM	14	35	108	0	157	125	260	98	0	483	105	36	21	0	162	11	279	37	0	327	1129
05:15 PM	6	42	75	0	123	96	297	103	0	496	84	41	21	0	146	11	225	31	0	267	1032
05:30 PM	10	40	87	0	137	83	236	105	0	424	84	34	25	0	143	12	212	27	0	251	955
05:45 PM	6	23	61	0	90	70	188	88	0	346	71	26	3	0	100	11	234	21	0	266	802
Total	36	140	331	0	507	374	981	394	0	1749	344	137	70	0	551	45	950	116	0	1111	3918
06:00 PM	9	33	72	0	114	72	147	91	0	310	92	37	12	0	141	9	203	8	0	220	785
06:15 PM	8	7	71	0	86	67	159	51	0	277	72	29	8	0	109	9	157	24	0	190	662
Grand Total	97	410	1044	0	1551	1136	2598	1067	0	4801	1076	425	175	0	1676	119	2646	284	0	3049	11077
Apprch %	6.3	26.4	67.3	0		23.7	54.1	22.2	0		64.2	25.4	10.4	0		3.9	86.8	9.3	0		
Total %	0.9	3.7	9.4	0	14	10.3	23.5	9.6	0	43.3	9.7	3.8	1.6	0	15.1	1.1	23.9	2.6	0	27.5	

	US 17 Southbound				SR 200 Westbound				US 17 Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	6	34	86	126	107	269	**106**	482	93	27	17	137	7	234	18	259	1004
04:45 PM	8	40	106	154	124	216	100	440	90	**43**	16	149	8	218	34	260	1003
05:00 PM	**14**	35	**108**	**157**	**125**	260	98	483	**105**	36	**21**	**162**	**11**	**279**	**37**	**327**	**1129**
05:15 PM	6	**42**	75	123	96	**297**	103	**496**	84	41	21	146	11	225	31	267	1032
Total Volume	34	151	375	560	452	1042	407	1901	372	147	75	594	37	956	120	1113	4168
% App. Total	6.1	27	67		23.8	54.8	21.4		62.6	24.7	12.6		3.3	85.9	10.8		
PHF	.607	.899	.868	.892	.904	.877	.960	.958	.886	.855	.893	.917	.841	.857	.811	.851	.923

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File Name : 1-SR-200 and US-17 PM
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Groups Printed- Trucks

	US 17 Southbound					SR 200 Westbound					US 17 Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	2	4	3	0	9	7	13	5	0	25	1	2	0	0	3	0	9	5	0	14	51
03:45 PM	0	1	5	0	6	6	21	4	0	31	3	1	1	0	5	1	12	3	0	16	58
Total	2	5	8	0	15	13	34	9	0	56	4	3	1	0	8	1	21	8	0	30	109
04:00 PM	0	2	3	0	5	7	25	5	0	37	1	4	0	0	5	1	9	1	0	11	58
04:15 PM	0	1	5	0	6	4	16	6	0	26	0	1	0	0	1	0	5	0	0	5	38
04:30 PM	1	1	8	0	10	6	12	2	0	20	2	1	0	0	3	0	9	0	0	9	42
04:45 PM	0	1	4	0	5	4	9	4	0	17	1	0	1	0	2	2	7	1	0	10	34
Total	1	5	20	0	26	21	62	17	0	100	4	6	1	0	11	3	30	2	0	35	172
05:00 PM	0	0	2	0	2	2	9	2	0	13	1	0	1	0	2	0	7	0	0	7	24
05:15 PM	1	1	3	0	5	2	10	1	0	13	1	0	0	0	1	1	4	0	0	5	24
05:30 PM	0	0	4	0	4	4	7	2	0	13	0	1	1	0	2	0	4	0	0	4	23
05:45 PM	0	0	1	0	1	2	9	1	0	12	3	1	0	0	4	0	5	0	0	5	22
Total	1	1	10	0	12	10	35	6	0	51	5	2	2	0	9	1	20	0	0	21	93
06:00 PM	1	0	1	0	2	6	6	3	0	15	1	0	0	0	1	0	3	0	0	3	21
06:15 PM	0	0	2	0	2	3	5	0	0	8	0	0	0	0	0	0	6	0	0	6	16
Grand Total	5	11	41	0	57	53	142	35	0	230	14	11	4	0	29	5	80	10	0	95	411
Apprch %	8.8	19.3	71.9	0		23	61.7	15.2	0		48.3	37.9	13.8	0		5.3	84.2	10.5	0		
Total %	1.2	2.7	10	0	13.9	12.9	34.5	8.5	0	56	3.4	2.7	1	0	7.1	1.2	19.5	2.4	0	23.1	

	US 17 Southbound				SR 200 Westbound				US 17 Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	**2**	**4**	3	**9**	**7**	13	5	25	1	2	0	3	0	9	**5**	14	51
03:45 PM	0	1	**5**	6	6	21	4	31	**3**	1	**1**	**5**	**1**	**12**	3	**16**	**58**
04:00 PM	0	2	3	5	7	**25**	5	**37**	1	**4**	0	5	1	9	1	11	58
04:15 PM	0	1	5	6	4	16	**6**	26	0	1	0	1	0	5	0	5	38
Total Volume	2	8	16	26	24	75	20	119	5	8	1	14	2	35	9	46	205
% App. Total	7.7	30.8	61.5		20.2	63	16.8		35.7	57.1	7.1		4.3	76.1	19.6		
PHF	.250	.500	.800	.722	.857	.750	.833	.804	.417	.500	.250	.700	.500	.729	.450	.719	.884

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File Name : 1-SR-200 and US-17 PM
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Groups Printed- Combined

	US 17 Southbound					SR 200 Westbound					US 17 Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	8	35	102	0	145	98	172	78	0	348	97	37	12	0	146	14	223	29	0	266	905
03:45 PM	7	41	101	0	149	113	254	76	0	443	98	26	15	0	139	12	239	20	0	271	1002
Total	15	76	203	0	294	211	426	154	0	791	195	63	27	0	285	26	462	49	0	537	1907
04:00 PM	8	50	98	0	156	89	241	91	0	421	105	45	13	0	163	8	220	19	0	247	987
04:15 PM	9	38	93	0	140	116	234	100	0	450	90	52	13	0	155	9	237	25	0	271	1016
04:30 PM	7	35	94	0	136	113	281	108	0	502	95	28	17	0	140	7	243	18	0	268	1046
04:45 PM	8	41	110	0	159	128	225	104	0	457	91	43	17	0	151	10	225	35	0	270	1037
Total	32	164	395	0	591	446	981	403	0	1830	381	168	60	0	609	34	925	97	0	1056	4086
05:00 PM	14	35	110	0	159	127	269	100	0	496	106	36	22	0	164	11	286	37	0	334	1153
05:15 PM	7	43	78	0	128	98	307	104	0	509	85	41	21	0	147	12	229	31	0	272	1056
05:30 PM	10	40	91	0	141	87	243	107	0	437	84	35	26	0	145	12	216	27	0	255	978
05:45 PM	6	23	62	0	91	72	197	89	0	358	74	27	3	0	104	11	239	21	0	271	824
Total	37	141	341	0	519	384	1016	400	0	1800	349	139	72	0	560	46	970	116	0	1132	4011
06:00 PM	10	33	73	0	116	78	153	94	0	325	93	37	12	0	142	9	206	8	0	223	806
06:15 PM	8	7	73	0	88	70	164	51	0	285	72	29	8	0	109	9	163	24	0	196	678
Grand Total	102	421	1085	0	1608	1189	2740	1102	0	5031	1090	436	179	0	1705	124	2726	294	0	3144	11488
Apprch %	6.3	26.2	67.5	0		23.6	54.5	21.9	0		63.9	25.6	10.5	0		3.9	86.7	9.4	0		
Total %	0.9	3.7	9.4	0	14	10.3	23.9	9.6	0	43.8	9.5	3.8	1.6	0	14.8	1.1	23.7	2.6	0	27.4	

	US 17 Southbound				SR 200 Westbound				US 17 Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	35	94	136	113	281	**108**	502	95	28	17	140	7	243	18	268	1046
04:45 PM	8	41	**110**	**159**	**128**	225	104	457	91	**43**	17	151	10	225	35	270	1037
05:00 PM	**14**	35	110	159	127	269	100	496	**106**	36	**22**	**164**	11	**286**	**37**	**334**	**1153**
05:15 PM	7	**43**	78	128	98	**307**	104	**509**	85	41	21	147	**12**	229	31	272	1056
Total Volume	36	154	392	582	466	1082	416	1964	377	148	77	602	40	983	121	1144	4292
% App. Total	6.2	26.5	67.4		23.7	55.1	21.2		62.6	24.6	12.8		3.5	85.9	10.6		
PHF	.643	.895	.891	.915	.910	.881	.963	.965	.889	.860	.875	.918	.833	.859	.818	.856	.931

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904-992-8072

File Name : 2 Pages Dairy Rd & Felmor Rd AM
Site Code :
Start Date : 2/15/2022
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Groups Printed- Cars

	Pages Diary Rd Westbound				Felmor Rd Northbound				Pages Diary Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
06:30 AM	22	3	0	25	2	0	0	2	3	11	0	14	41
06:45 AM	24	7	0	31	0	7	0	7	10	16	0	26	64
Total	46	10	0	56	2	7	0	9	13	27	0	40	105
07:00 AM	65	26	0	91	0	6	0	6	13	23	0	36	133
07:15 AM	58	28	0	86	6	2	0	8	38	49	0	87	181
07:30 AM	29	34	0	63	3	3	0	6	44	85	0	129	198
07:45 AM	25	8	0	33	9	2	0	11	12	55	0	67	111
Total	177	96	0	273	18	13	0	31	107	212	0	319	623
08:00 AM	21	18	0	39	5	4	0	9	2	36	0	38	86
08:15 AM	23	30	0	53	1	1	0	2	2	23	0	25	80
08:30 AM	13	38	0	51	4	7	0	11	9	27	0	36	98
08:45 AM	17	12	0	29	3	4	0	7	5	27	0	32	68
Total	74	98	0	172	13	16	0	29	18	113	0	131	332
09:00 AM	9	1	0	10	1	1	0	2	6	16	0	22	34
09:15 AM	9	3	0	12	1	4	0	5	4	21	0	25	42
Grand Total	315	208	0	523	35	41	0	76	148	389	0	537	1136
Apprch %	60.2	39.8	0		46.1	53.9	0		27.6	72.4	0		
Total %	27.7	18.3	0	46	3.1	3.6	0	6.7	13	34.2	0	47.3	

	Pages Diary Rd Westbound			Felmor Rd Northbound			Pages Diary Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**65**	26	**91**	0	**6**	6	13	23	36	133
07:15 AM	58	28	86	6	2	8	38	49	87	181
07:30 AM	29	**34**	63	3	3	6	**44**	**85**	**129**	**198**
07:45 AM	25	8	33	**9**	2	**11**	12	55	67	111
Total Volume	177	96	273	18	13	31	107	212	319	623
% App. Total	64.8	35.2		58.1	41.9		33.5	66.5		
PHF	.681	.706	.750	.500	.542	.705	.608	.624	.618	.787

Peggy Malone & Associates

904-992-8072

File Name : 2 Pages Dairy Rd & Felmor Rd AM
Site Code :
Start Date : 2/15/2022
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Groups Printed- Trucks

	Pages Diary Rd Westbound				Felmor Rd Northbound				Pages Diary Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
06:30 AM	1	1	0	2	0	1	0	1	3	3	0	6	9
06:45 AM	2	0	0	2	0	2	0	2	1	0	0	1	5
Total	3	1	0	4	0	3	0	3	4	3	0	7	14
07:00 AM	2	0	0	2	0	2	0	2	0	3	0	3	7
07:15 AM	1	0	0	1	1	2	0	3	15	2	0	17	21
07:30 AM	2	0	0	2	1	0	0	1	3	1	0	4	7
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	5	0	0	5	2	4	0	6	19	6	0	25	36
08:00 AM	2	0	0	2	0	2	0	2	1	7	0	8	12
08:15 AM	1	2	0	3	0	3	0	3	3	3	0	6	12
08:30 AM	1	2	0	3	0	7	0	7	3	1	0	4	14
08:45 AM	2	0	0	2	0	8	0	8	0	2	0	2	12
Total	6	4	0	10	0	20	0	20	7	13	0	20	50
09:00 AM	3	0	0	3	1	1	0	2	1	1	0	2	7
09:15 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
Grand Total	18	5	0	23	3	28	0	31	31	26	0	57	111
Apprch %	78.3	21.7	0		9.7	90.3	0		54.4	45.6	0		
Total %	16.2	4.5	0	20.7	2.7	25.2	0	27.9	27.9	23.4	0	51.4	

	Pages Diary Rd Westbound			Felmor Rd Northbound			Pages Diary Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	**2**	0	2	0	2	2	1	**7**	**8**	12
08:15 AM	1	**2**	**3**	0	3	3	**3**	3	6	12
08:30 AM	1	2	3	0	7	7	3	1	4	**14**
08:45 AM	2	0	2	0	**8**	**8**	0	2	2	12
Total Volume	6	4	10	0	20	20	7	13	20	50
% App. Total	60	40		0	100		35	65		
PHF	.750	.500	.833	.000	.625	.625	.583	.464	.625	.893

Peggy Malone & Associates

904-992-8072

File Name : 2 Pages Dairy Rd & Felmor Rd AM
Site Code :
Start Date : 2/15/2022
Page No : 1

Groups Printed- Bicycles on Crosswalk

	Pages Diary Rd Westbound				Felmor Rd Northbound				Pages Diary Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		
Total %													

	Pages Diary Rd Westbound			Felmor Rd Northbound			Pages Diary Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:30 AM										
06:30 AM	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

904-992-8072

File Name : 2 Pages Dairy Rd & Felmor Rd AM
Site Code :
Start Date : 2/15/2022
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Groups Printed- Pedestrians

	Pages Diary Rd Westbound				Felmor Rd Northbound				Pages Diary Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		
Total %													

	Pages Diary Rd Westbound			Felmor Rd Northbound			Pages Diary Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:30 AM										
06:30 AM	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

904-992-8072

File Name : 2 Pages Dairy Rd & Felmor Rd AM
Site Code :
Start Date : 2/15/2022
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Groups Printed- Combined

	Pages Diary Rd Westbound				Felmor Rd Northbound				Pages Diary Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
06:30 AM	23	4	0	27	2	1	0	3	6	14	0	20	50
06:45 AM	26	7	0	33	0	9	0	9	11	16	0	27	69
Total	49	11	0	60	2	10	0	12	17	30	0	47	119
07:00 AM	67	26	0	93	0	8	0	8	13	26	0	39	140
07:15 AM	59	28	0	87	7	4	0	11	53	51	0	104	202
07:30 AM	31	34	0	65	4	3	0	7	47	86	0	133	205
07:45 AM	25	8	0	33	9	2	0	11	13	55	0	68	112
Total	182	96	0	278	20	17	0	37	126	218	0	344	659
08:00 AM	23	18	0	41	5	6	0	11	3	43	0	46	98
08:15 AM	24	32	0	56	1	4	0	5	5	26	0	31	92
08:30 AM	14	40	0	54	4	14	0	18	12	28	0	40	112
08:45 AM	19	12	0	31	3	12	0	15	5	29	0	34	80
Total	80	102	0	182	13	36	0	49	25	126	0	151	382
09:00 AM	12	1	0	13	2	2	0	4	7	17	0	24	41
09:15 AM	10	3	0	13	1	4	0	5	4	24	0	28	46
Grand Total	333	213	0	546	38	69	0	107	179	415	0	594	1247
Apprch %	61	39	0		35.5	64.5	0		30.1	69.9	0		
Total %	26.7	17.1	0	43.8	3	5.5	0	8.6	14.4	33.3	0	47.6	

	Pages Diary Rd Westbound			Felmor Rd Northbound			Pages Diary Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**67**	26	**93**	0	**8**	8	13	26	39	140
07:15 AM	59	28	87	7	4	**11**	**53**	51	104	202
07:30 AM	31	**34**	65	4	3	7	47	**86**	**133**	**205**
07:45 AM	25	8	33	**9**	2	11	13	55	68	112
Total Volume	182	96	278	20	17	37	126	218	344	659
% App. Total	65.5	34.5		54.1	45.9		36.6	63.4		
PHF	.679	.706	.747	.556	.531	.841	.594	.634	.647	.804

Peggy Malone & Associates

904-992-8072

File Name : 2 Pages Dairy Rd & Felmor Rd MID
Site Code :
Start Date : 2/15/2022
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Groups Printed- Cars

	Pages Diary Rd Westbound				Felmor Rd Northbound				Pages Diary Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
11:30 AM	16	5	0	21	3	1	0	4	10	19	0	29	54
11:45 AM	20	8	0	28	4	8	0	12	6	19	0	25	65
Total	36	13	0	49	7	9	0	16	16	38	0	54	119
12:00 PM	15	4	0	19	5	8	0	13	9	17	0	26	58
12:15 PM	14	2	0	16	3	3	0	6	5	32	0	37	59
12:30 PM	16	1	0	17	2	3	0	5	7	18	0	25	47
12:45 PM	20	5	0	25	2	3	0	5	2	29	0	31	61
Total	65	12	0	77	12	17	0	29	23	96	0	119	225
01:00 PM	21	4	0	25	2	5	0	7	8	24	0	32	64
01:15 PM	23	1	0	24	1	5	0	6	7	17	0	24	54
Grand Total	145	30	0	175	22	36	0	58	54	175	0	229	462
Apprch %	82.9	17.1	0		37.9	62.1	0		23.6	76.4	0		
Total %	31.4	6.5	0	37.9	4.8	7.8	0	12.6	11.7	37.9	0	49.6	

	Pages Diary Rd Westbound			Felmor Rd Northbound			Pages Diary Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. 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	16	5	21	3	1	4	**10**	19	29	54
11:45 AM	**20**	**8**	**28**	4	**8**	12	6	19	25	**65**
12:00 PM	15	4	19	**5**	8	**13**	9	17	26	58
12:15 PM	14	2	16	3	3	6	5	**32**	**37**	59
Total Volume	65	19	84	15	20	35	30	87	117	236
% App. Total	77.4	22.6		42.9	57.1		25.6	74.4		
PHF	.813	.594	.750	.750	.625	.673	.750	.680	.791	.908

Peggy Malone & Associates

904-992-8072

File Name : 2 Pages Dairy Rd & Felmor Rd MID
Site Code :
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Groups Printed- Trucks

	Pages Diary Rd Westbound				Felmor Rd Northbound				Pages Diary Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
11:30 AM	0	1	0	1	0	1	0	1	1	2	0	3	5
11:45 AM	2	0	0	2	0	2	0	2	3	2	0	5	9
Total	2	1	0	3	0	3	0	3	4	4	0	8	14
12:00 PM	2	0	0	2	1	1	0	2	1	0	0	1	5
12:15 PM	1	0	0	1	0	2	0	2	2	1	0	3	6
12:30 PM	1	1	0	2	0	1	0	1	2	1	0	3	6
12:45 PM	0	0	0	0	0	3	0	3	0	1	0	1	4
Total	4	1	0	5	1	7	0	8	5	3	0	8	21
01:00 PM	1	0	0	1	0	2	0	2	5	0	0	5	8
01:15 PM	2	0	0	2	0	2	0	2	3	2	0	5	9
Grand Total	9	2	0	11	1	14	0	15	17	9	0	26	52
Apprch %	81.8	18.2	0		6.7	93.3	0		65.4	34.6	0		
Total %	17.3	3.8	0	21.2	1.9	26.9	0	28.8	32.7	17.3	0	50	

	Pages Diary Rd Westbound			Felmor Rd Northbound			Pages Diary Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. 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	1	**1**	**2**	0	1	1	2	1	3	6
12:45 PM	0	0	0	0	**3**	**3**	0	1	1	4
01:00 PM	1	0	1	0	2	2	**5**	0	**5**	8
01:15 PM	**2**	0	2	0	2	2	3	**2**	5	**9**
Total Volume	4	1	5	0	8	8	10	4	14	27
% App. Total	80	20		0	100		71.4	28.6		
PHF	.500	.250	.625	.000	.667	.667	.500	.500	.700	.750

Peggy Malone & Associates

904-992-8072

File Name : 2 Pages Dairy Rd & Felmor Rd MID
Site Code :
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Page No : 1

Groups Printed- Bicycles on Crosswalk

	Pages Diary Rd Westbound				Felmor Rd Northbound				Pages Diary Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		
Total %													

	Pages Diary Rd Westbound			Felmor Rd Northbound			Pages Diary Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. 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	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

904-992-8072

File Name : 2 Pages Dairy Rd & Felmor Rd MID
Site Code :
Start Date : 2/15/2022
Page No : 1

Groups Printed- Pedestrians

	Pages Diary Rd Westbound				Felmor Rd Northbound				Pages Diary Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		
Total %													

	Pages Diary Rd Westbound			Felmor Rd Northbound			Pages Diary Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. 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	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

904-992-8072

File Name : 2 Pages Dairy Rd & Felmor Rd MID
Site Code :
Start Date : 2/15/2022
Page No : 1

Groups Printed- Combined

	Pages Diary Rd Westbound				Felmor Rd Northbound				Pages Diary Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
11:30 AM	16	6	0	22	3	2	0	5	11	21	0	32	59
11:45 AM	22	8	0	30	4	10	0	14	9	21	0	30	74
Total	38	14	0	52	7	12	0	19	20	42	0	62	133
12:00 PM	17	4	0	21	6	9	0	15	10	17	0	27	63
12:15 PM	15	2	0	17	3	5	0	8	7	33	0	40	65
12:30 PM	17	2	0	19	2	4	0	6	9	19	0	28	53
12:45 PM	20	5	0	25	2	6	0	8	2	30	0	32	65
Total	69	13	0	82	13	24	0	37	28	99	0	127	246
01:00 PM	22	4	0	26	2	7	0	9	13	24	0	37	72
01:15 PM	25	1	0	26	1	7	0	8	10	19	0	29	63
Grand Total	154	32	0	186	23	50	0	73	71	184	0	255	514
Apprch %	82.8	17.2	0		31.5	68.5	0		27.8	72.2	0		
Total %	30	6.2	0	36.2	4.5	9.7	0	14.2	13.8	35.8	0	49.6	

	Pages Diary Rd Westbound			Felmor Rd Northbound			Pages Diary Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. 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	16	6	22	3	2	5	**11**	21	32	59
11:45 AM	**22**	**8**	**30**	4	**10**	14	9	21	30	**74**
12:00 PM	17	4	21	**6**	9	**15**	10	17	27	63
12:15 PM	15	2	17	3	5	8	7	**33**	**40**	65
Total Volume	70	20	90	16	26	42	37	92	129	261
% App. Total	77.8	22.2		38.1	61.9		28.7	71.3		
PHF	.795	.625	.750	.667	.650	.700	.841	.697	.806	.882

Peggy Malone & Associates

904-992-8072

File Name : 2 Pages Dairy Rd & Felmor Rd PM
Site Code :
Start Date : 2/15/2022
Page No : 1

Groups Printed- Cars

	Pages Diary Rd Westbound				Felmor Rd Northbound				Pages Diary Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:30 PM	25	7	0	32	7	6	0	13	7	30	0	37	82
03:45 PM	21	4	0	25	9	2	0	11	11	54	0	65	101
Total	46	11	0	57	16	8	0	24	18	84	0	102	183
04:00 PM	25	4	0	29	6	9	0	15	8	51	0	59	103
04:15 PM	19	6	0	25	2	3	0	5	8	45	0	53	83
04:30 PM	27	3	0	30	9	2	0	11	10	43	0	53	94
04:45 PM	29	8	0	37	4	6	0	10	9	48	0	57	104
Total	100	21	0	121	21	20	0	41	35	187	0	222	384
05:00 PM	24	7	0	31	7	11	0	18	18	47	0	65	114
05:15 PM	44	11	0	55	6	8	0	14	6	49	0	55	124
05:30 PM	39	11	0	50	4	11	0	15	7	45	0	52	117
05:45 PM	24	2	0	26	2	3	0	5	9	51	0	60	91
Total	131	31	0	162	19	33	0	52	40	192	0	232	446
06:00 PM	28	3	0	31	11	9	0	20	7	37	0	44	95
06:15 PM	28	5	0	33	8	6	0	14	7	41	0	48	95
Grand Total	333	71	0	404	75	76	0	151	107	541	0	648	1203
Apprch %	82.4	17.6	0		49.7	50.3	0		16.5	83.5	0		
Total %	27.7	5.9	0	33.6	6.2	6.3	0	12.6	8.9	45	0	53.9	

	Pages Diary Rd Westbound			Felmor Rd Northbound			Pages Diary Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	29	8	37	4	6	10	9	48	57	104
05:00 PM	24	7	31	**7**	**11**	**18**	**18**	47	**65**	114
05:15 PM	**44**	**11**	**55**	6	8	14	6	**49**	55	**124**
05:30 PM	39	11	50	4	11	15	7	45	52	117
Total Volume	136	37	173	21	36	57	40	189	229	459
% App. Total	78.6	21.4		36.8	63.2		17.5	82.5		
PHF	.773	.841	.786	.750	.818	.792	.556	.964	.881	.925

Peggy Malone & Associates

904-992-8072

File Name : 2 Pages Dairy Rd & Felmor Rd PM
Site Code :
Start Date : 2/15/2022
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Groups Printed- Trucks

	Pages Diary Rd Westbound				Felmor Rd Northbound				Pages Diary Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:30 PM	0	1	0	1	0	1	0	1	0	1	0	1	3
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	2	0	2	0	1	0	1	4
04:00 PM	1	0	0	1	0	1	0	1	1	0	0	1	3
04:15 PM	2	0	0	2	0	1	0	1	0	0	0	0	3
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	5	0	2	0	2	1	0	0	1	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	0	1	0	0	0	0	0	2	0	2	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	6	1	0	7	0	4	0	4	1	3	0	4	15
Apprch %	85.7	14.3	0		0	100	0		25	75	0		
Total %	40	6.7	0	46.7	0	26.7	0	26.7	6.7	20	0	26.7	

	Pages Diary Rd Westbound			Felmor Rd Northbound			Pages Diary Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:30 PM										
03:30 PM	0	**1**	1	0	**1**	**1**	0	**1**	**1**	**3**
03:45 PM	0	0	0	0	1	1	0	0	0	1
04:00 PM	1	0	1	0	1	1	**1**	0	1	3
04:15 PM	**2**	0	**2**	0	1	1	0	0	0	3
Total Volume	3	1	4	0	4	4	1	1	2	10
% App. Total	75	25		0	100		50	50		
PHF	.375	.250	.500	.000	1.00	1.00	.250	.250	.500	.833

Peggy Malone & Associates

904-992-8072

File Name : 2 Pages Dairy Rd & Felmor Rd PM
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Groups Printed- Bicycles on Crosswalk

	Pages Diary Rd Westbound				Felmor Rd Northbound				Pages Diary Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:30 PM	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	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		
Total %													

	Pages Diary Rd Westbound			Felmor Rd Northbound			Pages Diary Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:30 PM										
03:30 PM	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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904-992-8072

File Name : 2 Pages Dairy Rd & Felmor Rd PM
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Groups Printed- Pedestrians

	Pages Diary Rd Westbound				Felmor Rd Northbound				Pages Diary Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:30 PM	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	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		
Total %													

	Pages Diary Rd Westbound			Felmor Rd Northbound			Pages Diary Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:30 PM										
03:30 PM	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

904-992-8072

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Groups Printed- Combined

	Pages Diary Rd Westbound				Felmor Rd Northbound				Pages Diary Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:30 PM	25	8	0	33	7	7	0	14	7	31	0	38	85
03:45 PM	21	4	0	25	9	3	0	12	11	54	0	65	102
Total	46	12	0	58	16	10	0	26	18	85	0	103	187
04:00 PM	26	4	0	30	6	10	0	16	9	51	0	60	106
04:15 PM	21	6	0	27	2	4	0	6	8	45	0	53	86
04:30 PM	29	3	0	32	9	2	0	11	10	43	0	53	96
04:45 PM	29	8	0	37	4	6	0	10	9	48	0	57	104
Total	105	21	0	126	21	22	0	43	36	187	0	223	392
05:00 PM	24	7	0	31	7	11	0	18	18	47	0	65	114
05:15 PM	44	11	0	55	6	8	0	14	6	49	0	55	124
05:30 PM	40	11	0	51	4	11	0	15	7	46	0	53	119
05:45 PM	24	2	0	26	2	3	0	5	9	52	0	61	92
Total	132	31	0	163	19	33	0	52	40	194	0	234	449
06:00 PM	28	3	0	31	11	9	0	20	7	37	0	44	95
06:15 PM	28	5	0	33	8	6	0	14	7	41	0	48	95
Grand Total	339	72	0	411	75	80	0	155	108	544	0	652	1218
Apprch %	82.5	17.5	0		48.4	51.6	0		16.6	83.4	0		
Total %	27.8	5.9	0	33.7	6.2	6.6	0	12.7	8.9	44.7	0	53.5	

	Pages Diary Rd Westbound			Felmor Rd Northbound			Pages Diary Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	29	8	37	4	6	10	9	48	57	104
05:00 PM	24	7	31	**7**	**11**	**18**	**18**	47	**65**	114
05:15 PM	**44**	**11**	**55**	6	8	14	6	**49**	55	**124**
05:30 PM	40	11	51	4	11	15	7	46	53	119
Total Volume	137	37	174	21	36	57	40	190	230	461
% App. Total	78.7	21.3		36.8	63.2		17.4	82.6		
PHF	.778	.841	.791	.750	.818	.792	.556	.969	.885	.929

Peggy Malone & Associates
(888) 247-8602

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Groups Printed- Cars

	US 17 Southbound					Pages Dairy Rd Westbound					US 17 Northbound					Pages Dairy Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	5	80	22	2	109	21	14	4	0	39	8	82	0	0	90	1	4	0	1	6	244
06:45 AM	1	78	20	0	99	19	13	4	0	36	4	102	0	0	106	2	2	0	0	4	245
Total	6	158	42	2	208	40	27	8	0	75	12	184	0	0	196	3	6	0	1	10	489
07:00 AM	7	89	26	0	122	24	15	7	0	46	9	113	1	0	123	0	4	1	0	5	296
07:15 AM	5	91	39	0	135	22	20	5	0	47	14	83	2	0	99	3	0	1	0	4	285
07:30 AM	2	85	37	0	124	10	9	10	0	29	29	85	4	0	118	1	6	1	0	8	279
07:45 AM	15	99	43	0	157	12	9	14	0	35	35	79	1	0	115	2	7	1	0	10	317
Total	29	364	145	0	538	68	53	36	0	157	87	360	8	0	455	6	17	4	0	27	1177
08:00 AM	5	72	39	0	116	12	14	17	0	43	20	58	1	0	79	2	4	1	0	7	245
08:15 AM	5	69	27	0	101	8	10	9	0	27	16	74	1	0	91	0	5	1	0	6	225
08:30 AM	2	89	42	0	133	11	7	9	0	27	18	74	1	0	93	0	4	1	0	5	258
08:45 AM	1	66	19	0	86	17	15	7	0	39	9	51	5	0	65	1	5	3	0	9	199
Total	13	296	127	0	436	48	46	42	0	136	63	257	8	0	328	3	18	6	0	27	927
09:00 AM	1	62	15	0	78	8	11	8	0	27	10	84	0	0	94	0	2	1	0	3	202
09:15 AM	0	73	28	0	101	12	3	6	0	21	6	68	1	0	75	1	4	1	0	6	203
Grand Total	49	953	357	2	1361	176	140	100	0	416	178	953	17	0	1148	13	47	12	1	73	2998
Apprch %	3.6	70	26.2	0.1		42.3	33.7	24	0		15.5	83	1.5	0		17.8	64.4	16.4	1.4		
Total %	1.6	31.8	11.9	0.1	45.4	5.9	4.7	3.3	0	13.9	5.9	31.8	0.6	0	38.3	0.4	1.6	0.4	0	2.4	

	US 17 Southbound				Pages Dairy Rd Westbound				US 17 Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	7	89	26	122	**24**	15	7	46	9	**113**	1	**123**	0	4	**1**	5	296
07:15 AM	5	91	39	135	22	**20**	5	**47**	14	83	2	99	**3**	0	1	4	285
07:30 AM	2	85	37	124	10	9	10	29	29	85	**4**	118	1	6	1	8	279
07:45 AM	**15**	**99**	**43**	**157**	12	9	**14**	35	**35**	79	1	115	2	**7**	1	**10**	**317**
Total Volume	29	364	145	538	68	53	36	157	87	360	8	455	6	17	4	27	1177
% App. Total	5.4	67.7	27		43.3	33.8	22.9		19.1	79.1	1.8		22.2	63	14.8		
PHF	.483	.919	.843	.857	.708	.663	.643	.835	.621	.796	.500	.925	.500	.607	1.00	.675	.928

Peggy Malone & Associates
(888) 247-8602

File Name : 2-US-17 and Pages Dairy Rd AM
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Groups Printed- Trucks

	US 17 Southbound					Pages Dairy Rd Westbound					US 17 Northbound					Pages Dairy Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	7	0	0	7	0	0	2	0	2	3	7	0	0	10	0	0	0	0	0	19
06:45 AM	1	11	1	0	13	1	0	2	0	3	2	1	0	0	3	0	1	0	0	1	20
Total	1	18	1	0	20	1	0	4	0	5	5	8	0	0	13	0	1	0	0	1	39
07:00 AM	1	10	0	0	11	0	0	7	0	7	0	4	0	0	4	1	0	0	0	1	23
07:15 AM	0	12	0	0	12	1	1	1	0	3	0	8	0	0	8	3	0	0	0	3	26
07:30 AM	0	5	1	0	6	0	0	0	0	0	3	8	0	0	11	1	0	0	0	1	18
07:45 AM	0	17	0	0	17	0	0	0	0	0	5	9	0	0	14	1	0	0	0	1	32
Total	1	44	1	0	46	1	1	8	0	10	8	29	0	0	37	6	0	0	0	6	99
08:00 AM	0	13	1	0	14	0	1	2	0	3	7	10	0	0	17	1	0	0	0	1	35
08:15 AM	0	11	0	0	11	1	0	4	0	5	8	13	0	0	21	1	0	0	0	1	38
08:30 AM	0	9	0	0	9	0	2	1	0	3	4	11	0	0	15	0	0	0	0	0	27
08:45 AM	0	8	0	0	8	1	0	2	0	3	0	20	0	0	20	1	0	0	0	1	32
Total	0	41	1	0	42	2	3	9	0	14	19	54	0	0	73	3	0	0	0	3	132
09:00 AM	0	10	0	0	10	0	0	0	0	0	4	14	0	0	18	0	0	1	0	1	29
09:15 AM	0	7	1	0	8	0	0	4	0	4	5	6	0	0	11	0	1	0	0	1	24
Grand Total	2	120	4	0	126	4	4	25	0	33	41	111	0	0	152	9	2	1	0	12	323
Apprch %	1.6	95.2	3.2	0		12.1	12.1	75.8	0		27	73	0	0		75	16.7	8.3	0		
Total %	0.6	37.2	1.2	0	39	1.2	1.2	7.7	0	10.2	12.7	34.4	0	0	47.1	2.8	0.6	0.3	0	3.7	

	US 17 Southbound				Pages Dairy Rd Westbound				US 17 Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**17**	0	**17**	0	0	0	0	5	9	0	14	**1**	0	0	**1**	32
08:00 AM	0	13	**1**	14	0	1	2	3	7	10	0	17	1	0	0	1	35
08:15 AM	0	11	0	11	**1**	0	**4**	**5**	**8**	**13**	0	**21**	1	0	0	1	**38**
08:30 AM	0	9	0	9	0	**2**	1	3	4	11	0	15	0	0	0	0	27
Total Volume	0	50	1	51	1	3	7	11	24	43	0	67	3	0	0	3	132
% App. Total	0	98	2		9.1	27.3	63.6		35.8	64.2	0		100	0	0		
PHF	.000	.735	.250	.750	.250	.375	.438	.550	.750	.827	.000	.798	.750	.000	.000	.750	.868

Peggy Malone & Associates
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Groups Printed- Combined

	US 17 Southbound					Pages Dairy Rd Westbound					US 17 Northbound					Pages Dairy Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	5	87	22	2	116	21	14	6	0	41	11	89	0	0	100	1	4	0	1	6	263
06:45 AM	2	89	21	0	112	20	13	6	0	39	6	103	0	0	109	2	3	0	0	5	265
Total	7	176	43	2	228	41	27	12	0	80	17	192	0	0	209	3	7	0	1	11	528
07:00 AM	8	99	26	0	133	24	15	14	0	53	9	117	1	0	127	1	4	1	0	6	319
07:15 AM	5	103	39	0	147	23	21	6	0	50	14	91	2	0	107	6	0	1	0	7	311
07:30 AM	2	90	38	0	130	10	9	10	0	29	32	93	4	0	129	2	6	1	0	9	297
07:45 AM	15	116	43	0	174	12	9	14	0	35	40	88	1	0	129	3	7	1	0	11	349
Total	30	408	146	0	584	69	54	44	0	167	95	389	8	0	492	12	17	4	0	33	1276
08:00 AM	5	85	40	0	130	12	15	19	0	46	27	68	1	0	96	3	4	1	0	8	280
08:15 AM	5	80	27	0	112	9	10	13	0	32	24	87	1	0	112	1	5	1	0	7	263
08:30 AM	2	98	42	0	142	11	9	10	0	30	22	85	1	0	108	0	4	1	0	5	285
08:45 AM	1	74	19	0	94	18	15	9	0	42	9	71	5	0	85	2	5	3	0	10	231
Total	13	337	128	0	478	50	49	51	0	150	82	311	8	0	401	6	18	6	0	30	1059
09:00 AM	1	72	15	0	88	8	11	8	0	27	14	98	0	0	112	0	2	2	0	4	231
09:15 AM	0	80	29	0	109	12	3	10	0	25	11	74	1	0	86	1	5	1	0	7	227
Grand Total	51	1073	361	2	1487	180	144	125	0	449	219	1064	17	0	1300	22	49	13	1	85	3321
Apprch %	3.4	72.2	24.3	0.1		40.1	32.1	27.8	0		16.8	81.8	1.3	0		25.9	57.6	15.3	1.2		
Total %	1.5	32.3	10.9	0.1	44.8	5.4	4.3	3.8	0	13.5	6.6	32	0.5	0	39.1	0.7	1.5	0.4	0	2.6	

	US 17 Southbound				Pages Dairy Rd Westbound				US 17 Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	8	99	26	133	**24**	15	**14**	**53**	9	**117**	1	127	1	4	**1**	6	319
07:15 AM	5	103	39	147	23	**21**	6	50	14	91	2	107	**6**	0	1	7	311
07:30 AM	2	90	38	130	10	9	10	29	32	93	**4**	**129**	2	6	1	9	297
07:45 AM	**15**	**116**	**43**	**174**	12	9	14	35	**40**	88	1	129	3	**7**	1	**11**	**349**
Total Volume	30	408	146	584	69	54	44	167	95	389	8	492	12	17	4	33	1276
% App. Total	5.1	69.9	25		41.3	32.3	26.3		19.3	79.1	1.6		36.4	51.5	12.1		
PHF	.500	.879	.849	.839	.719	.643	.786	.788	.594	.831	.500	.953	.500	.607	1.00	.750	.914

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	US 17 Southbound					Pages Dairy Rd Westbound					US 17 Northbound					Pages Dairy Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	1	79	13	0	93	12	7	7	0	26	8	75	1	0	84	5	9	1	0	15	218
11:45 AM	1	69	14	0	84	13	5	9	0	27	11	66	2	0	79	7	5	1	0	13	203
Total	2	148	27	0	177	25	12	16	0	53	19	141	3	0	163	12	14	2	0	28	421
12:00 PM	3	68	19	0	90	14	11	7	1	33	16	100	3	1	120	6	5	1	0	12	255
12:15 PM	2	100	19	0	121	7	10	6	0	23	19	73	2	0	94	6	10	0	0	16	254
12:30 PM	3	95	14	0	112	12	7	3	0	22	18	79	3	0	100	0	6	3	0	9	243
12:45 PM	2	83	22	0	107	20	12	7	0	39	24	70	2	0	96	0	4	3	0	7	249
Total	10	346	74	0	430	53	40	23	1	117	77	322	10	1	410	12	25	7	0	44	1001
01:00 PM	6	81	13	0	100	14	7	13	0	34	25	93	4	0	122	3	8	4	0	15	271
01:15 PM	2	82	15	0	99	25	11	10	0	46	10	83	4	0	97	3	7	0	0	10	252
Grand Total	20	657	129	0	806	117	70	62	1	250	131	639	21	1	792	30	54	13	0	97	1945
Apprch %	2.5	81.5	16	0		46.8	28	24.8	0.4		16.5	80.7	2.7	0.1		30.9	55.7	13.4	0		
Total %	1	33.8	6.6	0	41.4	6	3.6	3.2	0.1	12.9	6.7	32.9	1.1	0.1	40.7	1.5	2.8	0.7	0	5	

	US 17 Southbound				Pages Dairy Rd Westbound				US 17 Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	2	**100**	19	**121**	7	10	6	23	19	73	2	94	**6**	**10**	0	**16**	254
12:30 PM	3	95	14	112	12	7	3	22	18	79	3	100	0	6	3	9	243
12:45 PM	2	83	**22**	107	**20**	**12**	7	**39**	24	70	2	96	0	4	3	7	249
01:00 PM	**6**	81	13	100	14	7	**13**	34	**25**	**93**	**4**	**122**	3	8	**4**	15	**271**
Total Volume	13	359	68	440	53	36	29	118	86	315	11	412	9	28	10	47	1017
% App. Total	3	81.6	15.5		44.9	30.5	24.6		20.9	76.5	2.7		19.1	59.6	21.3		
PHF	.542	.898	.773	.909	.663	.750	.558	.756	.860	.847	.688	.844	.375	.700	.625	.734	.938

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Groups Printed- Trucks

	US 17 Southbound					Pages Dairy Rd Westbound					US 17 Northbound					Pages Dairy Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	13	0	0	13	1	1	5	0	7	3	14	0	0	17	2	0	0	0	2	39
11:45 AM	0	6	1	0	7	1	1	2	0	4	2	7	0	0	9	3	0	0	0	3	23
Total	0	19	1	0	20	2	2	7	0	11	5	21	0	0	26	5	0	0	0	5	62
12:00 PM	1	12	0	0	13	1	0	2	0	3	1	11	1	0	13	0	0	0	0	0	29
12:15 PM	0	7	1	0	8	1	0	1	0	2	4	15	0	0	19	1	0	0	0	1	30
12:30 PM	1	11	0	0	12	0	3	2	0	5	3	14	0	0	17	0	0	0	0	0	34
12:45 PM	3	5	0	0	8	0	1	4	0	5	2	6	0	0	8	0	0	0	0	0	21
Total	5	35	1	0	41	2	4	9	0	15	10	46	1	0	57	1	0	0	0	1	114
01:00 PM	0	9	1	0	10	0	0	1	0	1	1	9	1	0	11	0	0	0	0	0	22
01:15 PM	2	11	1	0	14	0	0	1	0	1	6	11	0	0	17	0	0	0	0	0	32
Grand Total	7	74	4	0	85	4	6	18	0	28	22	87	2	0	111	6	0	0	0	6	230
Apprch %	8.2	87.1	4.7	0		14.3	21.4	64.3	0		19.8	78.4	1.8	0		100	0	0	0		
Total %	3	32.2	1.7	0	37	1.7	2.6	7.8	0	12.2	9.6	37.8	0.9	0	48.3	2.6	0	0	0	2.6	

	US 17 Southbound				Pages Dairy Rd Westbound				US 17 Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 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	**13**	0	**13**	**1**	**1**	**5**	**7**	3	14	0	17	2	0	0	2	**39**
11:45 AM	0	6	**1**	7	1	1	2	4	2	7	0	9	**3**	0	0	**3**	23
12:00 PM	**1**	12	0	13	1	0	2	3	1	11	**1**	13	0	0	0	0	29
12:15 PM	0	7	1	8	1	0	1	2	**4**	**15**	0	**19**	1	0	0	1	30
Total Volume	1	38	2	41	4	2	10	16	10	47	1	58	6	0	0	6	121
% App. Total	2.4	92.7	4.9		25	12.5	62.5		17.2	81	1.7		100	0	0		
PHF	.250	.731	.500	.788	1.00	.500	.500	.571	.625	.783	.250	.763	.500	.000	.000	.500	.776

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	1	92	13	0	106	13	8	12	0	33	11	89	1	0	101	7	9	1	0	17	257
11:45 AM	1	75	15	0	91	14	6	11	0	31	13	73	2	0	88	10	5	1	0	16	226
Total	2	167	28	0	197	27	14	23	0	64	24	162	3	0	189	17	14	2	0	33	483
12:00 PM	4	80	19	0	103	15	11	9	1	36	17	111	4	1	133	6	5	1	0	12	284
12:15 PM	2	107	20	0	129	8	10	7	0	25	23	88	2	0	113	7	10	0	0	17	284
12:30 PM	4	106	14	0	124	12	10	5	0	27	21	93	3	0	117	0	6	3	0	9	277
12:45 PM	5	88	22	0	115	20	13	11	0	44	26	76	2	0	104	0	4	3	0	7	270
Total	15	381	75	0	471	55	44	32	1	132	87	368	11	1	467	13	25	7	0	45	1115
01:00 PM	6	90	14	0	110	14	7	14	0	35	26	102	5	0	133	3	8	4	0	15	293
01:15 PM	4	93	16	0	113	25	11	11	0	47	16	94	4	0	114	3	7	0	0	10	284
Grand Total	27	731	133	0	891	121	76	80	1	278	153	726	23	1	903	36	54	13	0	103	2175
Apprch %	3	82	14.9	0		43.5	27.3	28.8	0.4		16.9	80.4	2.5	0.1		35	52.4	12.6	0		
Total %	1.2	33.6	6.1	0	41	5.6	3.5	3.7	0	12.8	7	33.4	1.1	0	41.5	1.7	2.5	0.6	0	4.7	

	US 17 Southbound				Pages Dairy Rd Westbound				US 17 Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	2	**107**	20	**129**	8	10	7	25	23	88	2	113	**7**	**10**	0	**17**	284
12:30 PM	4	106	14	124	12	10	5	27	21	93	3	117	0	6	3	9	277
12:45 PM	5	88	**22**	115	**20**	**13**	11	**44**	**26**	76	2	104	0	4	3	7	270
01:00 PM	**6**	90	14	110	14	7	**14**	35	26	**102**	**5**	**133**	3	8	**4**	15	**293**
Total Volume	17	391	70	478	54	40	37	131	96	359	12	467	10	28	10	48	1124
% App. Total	3.6	81.8	14.6		41.2	30.5	28.2		20.6	76.9	2.6		20.8	58.3	20.8		
PHF	.708	.914	.795	.926	.675	.769	.661	.744	.923	.880	.600	.878	.357	.700	.625	.706	.959

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Groups Printed- Cars

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	4	115	33	0	152	29	8	11	0	48	25	112	1	0	138	4	5	0	0	9	347
03:45 PM	3	132	32	0	167	23	10	14	0	47	34	120	1	0	155	1	9	1	0	11	380
Total	7	247	65	0	319	52	18	25	0	95	59	232	2	0	293	5	14	1	0	20	727
04:00 PM	9	125	26	0	160	30	15	9	0	54	25	114	0	0	139	2	5	1	0	8	361
04:15 PM	3	112	28	0	143	27	9	14	0	50	40	132	2	0	174	2	4	2	0	8	375
04:30 PM	5	105	22	0	132	27	7	14	0	48	28	123	2	0	153	3	6	3	0	12	345
04:45 PM	3	114	33	0	150	26	9	15	0	50	43	145	4	0	192	5	8	1	0	14	406
Total	20	456	109	0	585	110	40	52	0	202	136	514	8	0	658	12	23	7	0	42	1487
05:00 PM	14	119	36	0	169	23	10	11	0	44	42	150	4	0	196	7	18	1	0	26	435
05:15 PM	8	107	24	0	139	31	9	9	0	49	48	110	4	0	162	8	8	4	0	20	370
05:30 PM	8	101	21	0	130	35	12	15	0	62	21	114	1	0	136	2	7	2	0	11	339
05:45 PM	1	72	20	0	93	40	13	9	0	62	21	91	3	0	115	1	8	1	0	10	280
Total	31	399	101	0	531	129	44	44	0	217	132	465	12	0	609	18	41	8	0	67	1424
06:00 PM	0	71	16	0	87	15	8	17	0	40	28	97	3	0	128	2	11	3	0	16	271
06:15 PM	0	73	8	0	81	22	9	6	0	37	24	80	5	0	109	2	10	1	0	13	240
Grand Total	58	1246	299	0	1603	328	119	144	0	591	379	1388	30	0	1797	39	99	20	0	158	4149
Apprch %	3.6	77.7	18.7	0		55.5	20.1	24.4	0		21.1	77.2	1.7	0		24.7	62.7	12.7	0		
Total %	1.4	30	7.2	0	38.6	7.9	2.9	3.5	0	14.2	9.1	33.5	0.7	0	43.3	0.9	2.4	0.5	0	3.8	

	US 17 Southbound				Pages Dairy Rd Westbound				US 17 Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	3	112	28	143	**27**	9	14	**50**	40	132	2	174	2	4	2	8	375
04:30 PM	5	105	22	132	27	7	14	48	28	123	2	153	3	6	**3**	12	345
04:45 PM	3	114	33	150	26	9	**15**	50	**43**	145	**4**	192	5	8	1	14	406
05:00 PM	**14**	**119**	**36**	**169**	23	**10**	11	44	42	**150**	4	**196**	**7**	**18**	1	**26**	**435**
Total Volume	25	450	119	594	103	35	54	192	153	550	12	715	17	36	7	60	1561
% App. Total	4.2	75.8	20		53.6	18.2	28.1		21.4	76.9	1.7		28.3	60	11.7		
PHF	.446	.945	.826	.879	.954	.875	.900	.960	.890	.917	.750	.912	.607	.500	.583	.577	.897

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	1	7	0	0	8	1	0	1	0	2	0	13	0	0	13	0	0	0	0	0	23
03:45 PM	0	7	0	0	7	0	1	0	0	1	1	7	0	0	8	0	1	0	0	1	17
Total	1	14	0	0	15	1	1	1	0	3	1	20	0	0	21	0	1	0	0	1	40
04:00 PM	1	6	0	0	7	1	0	0	0	1	2	9	1	0	12	0	0	0	0	0	20
04:15 PM	0	2	0	0	2	0	0	0	0	0	1	5	0	0	6	2	0	0	0	2	10
04:30 PM	0	10	0	0	10	0	1	0	0	1	1	6	0	0	7	0	0	0	0	0	18
04:45 PM	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	9
Total	1	22	0	0	23	1	1	0	0	2	5	24	1	0	30	2	0	0	0	2	57
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	6
05:15 PM	0	5	0	0	5	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	8
05:30 PM	0	3	0	0	3	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	10
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	7
Total	0	13	0	0	13	0	0	1	0	1	3	11	0	0	14	0	0	3	0	3	31
06:00 PM	1	1	0	0	2	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	9
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Grand Total	3	52	0	0	55	2	2	2	0	6	10	64	1	0	75	2	1	3	0	6	142
Apprch %	5.5	94.5	0	0		33.3	33.3	33.3	0		13.3	85.3	1.3	0		33.3	16.7	50	0		
Total %	2.1	36.6	0	0	38.7	1.4	1.4	1.4	0	4.2	7	45.1	0.7	0	52.8	1.4	0.7	2.1	0	4.2	

	US 17 Southbound				Pages Dairy Rd Westbound				US 17 Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	**1**	**7**	0	**8**	**1**	0	**1**	**2**	0	**13**	0	**13**	0	0	0	0	**23**
03:45 PM	0	7	0	7	0	**1**	0	1	1	7	0	8	0	**1**	0	1	17
04:00 PM	1	6	0	7	1	0	0	1	**2**	9	**1**	12	0	0	0	0	20
04:15 PM	0	2	0	2	0	0	0	0	1	5	0	6	**2**	0	0	**2**	10
Total Volume	2	22	0	24	2	1	1	4	4	34	1	39	2	1	0	3	70
% App. Total	8.3	91.7	0		50	25	25		10.3	87.2	2.6		66.7	33.3	0		
PHF	.500	.786	.000	.750	.500	.250	.250	.500	.500	.654	.250	.750	.250	.250	.000	.375	.761

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	5	122	33	0	160	30	8	12	0	50	25	125	1	0	151	4	5	0	0	9	370
03:45 PM	3	139	32	0	174	23	11	14	0	48	35	127	1	0	163	1	10	1	0	12	397
Total	8	261	65	0	334	53	19	26	0	98	60	252	2	0	314	5	15	1	0	21	767
04:00 PM	10	131	26	0	167	31	15	9	0	55	27	123	1	0	151	2	5	1	0	8	381
04:15 PM	3	114	28	0	145	27	9	14	0	50	41	137	2	0	180	4	4	2	0	10	385
04:30 PM	5	115	22	0	142	27	8	14	0	49	29	129	2	0	160	3	6	3	0	12	363
04:45 PM	3	118	33	0	154	26	9	15	0	50	44	149	4	0	197	5	8	1	0	14	415
Total	21	478	109	0	608	111	41	52	0	204	141	538	9	0	688	14	23	7	0	44	1544
05:00 PM	14	121	36	0	171	23	10	11	0	44	42	153	4	0	199	7	18	2	0	27	441
05:15 PM	8	112	24	0	144	31	9	10	0	50	48	112	4	0	164	8	8	4	0	20	378
05:30 PM	8	104	21	0	133	35	12	15	0	62	24	118	1	0	143	2	7	2	0	11	349
05:45 PM	1	75	20	0	96	40	13	9	0	62	21	93	3	0	117	1	8	3	0	12	287
Total	31	412	101	0	544	129	44	45	0	218	135	476	12	0	623	18	41	11	0	70	1455
06:00 PM	1	72	16	0	89	15	8	17	0	40	29	103	3	0	135	2	11	3	0	16	280
06:15 PM	0	75	8	0	83	22	9	6	0	37	24	83	5	0	112	2	10	1	0	13	245
Grand Total	61	1298	299	0	1658	330	121	146	0	597	389	1452	31	0	1872	41	100	23	0	164	4291
Apprch %	3.7	78.3	18	0		55.3	20.3	24.5	0		20.8	77.6	1.7	0		25	61	14	0		
Total %	1.4	30.2	7	0	38.6	7.7	2.8	3.4	0	13.9	9.1	33.8	0.7	0	43.6	1	2.3	0.5	0	3.8	

	US 17 Southbound				Pages Dairy Rd Westbound				US 17 Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	3	114	28	145	**27**	9	14	**50**	41	137	2	180	4	4	2	10	385
04:30 PM	5	115	22	142	27	8	14	49	29	129	2	160	3	6	**3**	12	363
04:45 PM	3	118	33	154	26	9	**15**	50	**44**	149	**4**	197	5	8	1	14	415
05:00 PM	**14**	**121**	**36**	**171**	23	**10**	11	44	42	**153**	4	**199**	**7**	**18**	2	**27**	**441**
Total Volume	25	468	119	612	103	36	54	193	156	568	12	736	19	36	8	63	1604
% App. Total	4.1	76.5	19.4		53.4	18.7	28		21.2	77.2	1.6		30.2	57.1	12.7		
PHF	.446	.967	.826	.895	.954	.900	.900	.965	.886	.928	.750	.925	.679	.500	.667	.583	.909

Peggy Malone & Associates

904-992-8072

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Groups Printed- Cars

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	3	0	2	0	5	4	332	6	0	342	33	0	13	0	46	7	227	5	0	239	632
06:45 AM	4	1	7	0	12	13	373	20	0	406	29	2	12	0	43	19	284	7	0	310	771
Total	7	1	9	0	17	17	705	26	0	748	62	2	25	0	89	26	511	12	0	549	1403
07:00 AM	8	0	7	0	15	34	430	18	0	482	25	6	8	0	39	12	308	21	0	341	877
07:15 AM	24	7	41	0	72	26	449	39	0	514	58	12	23	0	93	16	367	7	0	390	1069
07:30 AM	34	21	75	0	130	24	372	45	0	441	61	11	13	0	85	27	388	2	0	417	1073
07:45 AM	16	12	36	0	64	13	335	52	0	400	46	2	15	0	63	41	462	4	0	507	1034
Total	82	40	159	0	281	97	1586	154	0	1837	190	31	59	0	280	96	1525	34	0	1655	4053
08:00 AM	6	12	9	0	27	13	321	70	0	404	42	2	9	0	53	39	369	3	0	411	895
08:15 AM	6	41	7	0	54	23	328	96	0	447	46	2	10	0	58	48	323	5	0	376	935
08:30 AM	4	55	14	0	73	24	320	70	0	414	95	7	40	0	142	47	380	0	0	427	1056
08:45 AM	5	19	9	0	33	13	276	53	0	342	112	6	36	0	154	17	368	3	0	388	917
Total	21	127	39	0	187	73	1245	289	0	1607	295	17	95	0	407	151	1440	11	0	1602	3803
09:00 AM	5	4	2	0	11	7	281	28	0	316	70	1	17	0	88	10	328	3	0	341	756
09:15 AM	3	0	9	0	12	4	291	29	0	324	44	2	15	0	61	10	304	4	0	318	715
Grand Total	118	172	218	0	508	198	4108	526	0	4832	661	53	211	0	925	293	4108	64	0	4465	10730
Apprch %	23.2	33.9	42.9	0		4.1	85	10.9	0		71.5	5.7	22.8	0		6.6	92	1.4	0		
Total %	1.1	1.6	2	0	4.7	1.8	38.3	4.9	0	45	6.2	0.5	2	0	8.6	2.7	38.3	0.6	0	41.6	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	24	7	41	72	**26**	**449**	39	**514**	58	**12**	**23**	**93**	16	367	**7**	390	1069
07:30 AM	**34**	**21**	**75**	**130**	24	372	45	441	**61**	11	13	85	27	388	2	417	**1073**
07:45 AM	16	12	36	64	13	335	52	400	46	2	15	63	**41**	**462**	4	**507**	1034
08:00 AM	6	12	9	27	13	321	**70**	404	42	2	9	53	39	369	3	411	895
Total Volume	80	52	161	293	76	1477	206	1759	207	27	60	294	123	1586	16	1725	4071
% App. Total	27.3	17.7	54.9		4.3	84	11.7		70.4	9.2	20.4		7.1	91.9	0.9		
PHF	.588	.619	.537	.563	.731	.822	.736	.856	.848	.563	.652	.790	.750	.858	.571	.851	.949

Peggy Malone & Associates

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Groups Printed- Trucks

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	3	0	3	3	15	0	0	18	0	0	0	0	0	2	32	0	0	34	55
06:45 AM	1	0	1	0	2	1	20	0	0	21	0	0	1	0	1	1	29	0	0	30	54
Total	1	0	4	0	5	4	35	0	0	39	0	0	1	0	1	3	61	0	0	64	109
07:00 AM	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	0	21	0	0	21	37
07:15 AM	2	0	3	0	5	2	11	0	0	13	0	0	0	0	0	1	19	2	0	22	40
07:30 AM	2	1	8	0	11	1	15	0	0	16	1	0	0	0	1	1	24	0	0	25	53
07:45 AM	0	0	1	0	1	1	28	1	0	30	0	0	0	0	0	3	28	0	0	31	62
Total	4	1	12	0	17	5	69	1	0	75	1	0	0	0	1	5	92	2	0	99	192
08:00 AM	0	1	0	0	1	1	19	0	0	20	1	0	2	0	3	2	28	0	0	30	54
08:15 AM	0	5	1	0	6	5	24	7	0	36	0	0	2	0	2	7	29	0	0	36	80
08:30 AM	1	2	3	0	6	0	20	3	0	23	2	7	5	0	14	4	37	0	0	41	84
08:45 AM	0	0	0	0	0	1	12	0	0	13	1	6	7	0	14	0	35	0	0	35	62
Total	1	8	4	0	13	7	75	10	0	92	4	13	16	0	33	13	129	0	0	142	280
09:00 AM	0	0	1	0	1	1	31	0	0	32	0	1	0	0	1	1	37	0	0	38	72
09:15 AM	0	0	0	0	0	0	19	0	0	19	1	0	1	0	2	0	26	0	0	26	47
Grand Total	6	9	21	0	36	17	229	11	0	257	6	14	18	0	38	22	345	2	0	369	700
Apprch %	16.7	25	58.3	0		6.6	89.1	4.3	0		15.8	36.8	47.4	0		6	93.5	0.5	0		
Total %	0.9	1.3	3	0	5.1	2.4	32.7	1.6	0	36.7	0.9	2	2.6	0	5.4	3.1	49.3	0.3	0	52.7	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	**5**	1	**6**	**5**	24	**7**	**36**	0	0	2	2	**7**	29	0	36	80
08:30 AM	**1**	2	**3**	6	0	20	3	23	**2**	**7**	5	**14**	4	**37**	0	**41**	**84**
08:45 AM	0	0	0	0	1	12	0	13	1	6	**7**	14	0	35	0	35	62
09:00 AM	0	0	1	1	1	**31**	0	32	0	1	0	1	1	37	0	38	72
Total Volume	1	7	5	13	7	87	10	104	3	14	14	31	12	138	0	150	298
% App. Total	7.7	53.8	38.5		6.7	83.7	9.6		9.7	45.2	45.2		8	92	0		
PHF	.250	.350	.417	.542	.350	.702	.357	.722	.375	.500	.500	.554	.429	.932	.000	.915	.887

Peggy Malone & Associates

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Groups Printed- Bicycles on Crosswalk

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

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Groups Printed- Pedestrians

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
08:00 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	8
Apprch %	0	0	0	100		0	0	0	0		0	0	0	0		0	0	0	100		
Total %	0	0	0	37.5	37.5	0	0	0	0	0	0	0	0	0	0	0	0	0	62.5	62.5	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Combined

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	3	0	5	0	8	7	347	6	0	360	33	0	13	0	46	9	259	5	0	273	687
06:45 AM	5	1	8	0	14	14	393	20	0	427	29	2	13	0	44	20	313	7	0	340	825
Total	8	1	13	0	22	21	740	26	0	787	62	2	26	0	90	29	572	12	0	613	1512
07:00 AM	8	0	7	0	15	35	445	18	0	498	25	6	8	0	39	12	329	21	0	362	914
07:15 AM	26	7	44	0	77	28	460	39	0	527	58	12	23	0	93	17	386	9	0	412	1109
07:30 AM	36	22	83	0	141	25	387	45	0	457	62	11	13	0	86	28	412	2	5	447	1131
07:45 AM	16	12	37	0	65	14	363	53	0	430	46	2	15	0	63	44	490	4	0	538	1096
Total	86	41	171	0	298	102	1655	155	0	1912	191	31	59	0	281	101	1617	36	5	1759	4250
08:00 AM	6	13	9	3	31	14	340	70	0	424	43	2	11	0	56	41	397	3	0	441	952
08:15 AM	6	46	8	0	60	28	352	103	0	483	46	2	12	0	60	55	352	5	0	412	1015
08:30 AM	5	57	17	0	79	24	340	73	0	437	97	14	45	0	156	51	417	0	0	468	1140
08:45 AM	5	19	9	0	33	14	288	53	0	355	113	12	43	0	168	17	403	3	0	423	979
Total	22	135	43	3	203	80	1320	299	0	1699	299	30	111	0	440	164	1569	11	0	1744	4086
09:00 AM	5	4	3	0	12	8	312	28	0	348	70	2	17	0	89	11	365	3	0	379	828
09:15 AM	3	0	9	0	12	4	310	29	0	343	45	2	16	0	63	10	330	4	0	344	762
Grand Total	124	181	239	3	547	215	4337	537	0	5089	667	67	229	0	963	315	4453	66	5	4839	11438
Apprch %	22.7	33.1	43.7	0.5		4.2	85.2	10.6	0		69.3	7	23.8	0		6.5	92	1.4	0.1		
Total %	1.1	1.6	2.1	0	4.8	1.9	37.9	4.7	0	44.5	5.8	0.6	2	0	8.4	2.8	38.9	0.6	0	42.3	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	26	7	44	77	**28**	**460**	39	**527**	58	**12**	**23**	**93**	17	386	**9**	412	1109
07:30 AM	**36**	**22**	**83**	**141**	25	387	45	457	**62**	11	13	86	28	412	2	442	**1126**
07:45 AM	16	12	37	65	14	363	53	430	46	2	15	63	**44**	**490**	4	**538**	1096
08:00 AM	6	13	9	28	14	340	**70**	424	43	2	11	56	41	397	3	441	949
Total Volume	84	54	173	311	81	1550	207	1838	209	27	62	298	130	1685	18	1833	4280
% App. Total	27	17.4	55.6		4.4	84.3	11.3		70.1	9.1	20.8		7.1	91.9	1		
PHF	.583	.614	.521	.551	.723	.842	.739	.872	.843	.563	.674	.801	.739	.860	.500	.852	.950

Peggy Malone & Associates

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Groups Printed- Cars

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	5	2	9	0	16	3	337	37	0	377	32	2	13	0	47	15	347	2	0	364	804
11:45 AM	6	2	12	0	20	11	323	51	0	385	35	1	14	0	50	12	320	2	0	334	789
Total	11	4	21	0	36	14	660	88	0	762	67	3	27	0	97	27	667	4	0	698	1593
12:00 PM	6	4	9	0	19	11	344	38	0	393	57	4	11	0	72	14	409	1	0	424	908
12:15 PM	4	1	4	0	9	5	326	45	0	376	32	2	13	0	47	11	305	2	0	318	750
12:30 PM	3	3	9	0	15	9	348	44	0	401	42	3	17	0	62	11	249	1	0	261	739
12:45 PM	5	2	6	0	13	12	342	48	0	402	39	1	13	0	53	15	302	1	0	318	786
Total	18	10	28	0	56	37	1360	175	0	1572	170	10	54	0	234	51	1265	5	0	1321	3183
01:00 PM	5	0	0	0	5	3	357	54	0	414	45	3	11	0	59	6	257	3	0	266	744
01:15 PM	3	0	4	0	7	9	345	39	0	393	29	5	14	0	48	11	250	2	0	263	711
Grand Total	37	14	53	0	104	63	2722	356	0	3141	311	21	106	0	438	95	2439	14	0	2548	6231
Apprch %	35.6	13.5	51	0		2	86.7	11.3	0		71	4.8	24.2	0		3.7	95.7	0.5	0		
Total %	0.6	0.2	0.9	0	1.7	1	43.7	5.7	0	50.4	5	0.3	1.7	0	7	1.5	39.1	0.2	0	40.9	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	5	2	9	16	3	337	37	377	32	2	13	47	**15**	347	**2**	364	804
11:45 AM	**6**	2	**12**	**20**	**11**	323	**51**	385	35	1	**14**	50	12	320	2	334	789
12:00 PM	6	**4**	9	19	11	**344**	38	**393**	**57**	**4**	11	**72**	14	**409**	1	**424**	**908**
12:15 PM	4	1	4	9	5	326	45	376	32	2	13	47	11	305	2	318	750
Total Volume	21	9	34	64	30	1330	171	1531	156	9	51	216	52	1381	7	1440	3251
% App. Total	32.8	14.1	53.1		2	86.9	11.2		72.2	4.2	23.6		3.6	95.9	0.5		
PHF	.875	.563	.708	.800	.682	.967	.838	.974	.684	.563	.911	.750	.867	.844	.875	.849	.895

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Groups Printed- Trucks

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	0	0	0	0	1	23	0	0	24	4	0	0	0	4	2	37	0	0	39	67
11:45 AM	0	0	4	0	4	1	36	2	0	39	1	1	0	0	2	1	38	0	0	39	84
Total	0	0	4	0	4	2	59	2	0	63	5	1	0	0	6	3	75	0	0	78	151
12:00 PM	0	0	2	0	2	1	39	2	0	42	1	0	1	0	2	1	23	1	0	25	71
12:15 PM	1	0	0	0	1	1	36	0	0	37	0	0	1	0	1	0	33	0	0	33	72
12:30 PM	1	0	4	0	5	1	30	0	0	31	2	0	0	0	2	1	23	0	0	24	62
12:45 PM	0	0	0	0	0	3	28	0	0	31	1	0	2	0	3	0	17	0	0	17	51
Total	2	0	6	0	8	6	133	2	0	141	4	0	4	0	8	2	96	1	0	99	256
01:00 PM	0	0	3	0	3	3	33	3	0	39	0	0	0	0	0	1	21	0	0	22	64
01:15 PM	1	0	4	0	5	1	28	0	0	29	1	0	0	0	1	1	27	0	0	28	63
Grand Total	3	0	17	0	20	12	253	7	0	272	10	1	4	0	15	7	219	1	0	227	534
Apprch %	15	0	85	0		4.4	93	2.6	0		66.7	6.7	26.7	0		3.1	96.5	0.4	0		
Total %	0.6	0	3.2	0	3.7	2.2	47.4	1.3	0	50.9	1.9	0.2	0.7	0	2.8	1.3	41	0.2	0	42.5	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 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	0	0	0	**1**	23	0	24	**4**	0	0	**4**	**2**	37	0	**39**	67
11:45 AM	0	0	**4**	**4**	1	36	**2**	39	1	**1**	0	2	1	**38**	0	39	**84**
12:00 PM	0	0	2	2	1	**39**	2	**42**	1	0	**1**	2	1	23	**1**	25	71
12:15 PM	**1**	0	0	1	1	36	0	37	0	0	1	1	0	33	0	33	72
Total Volume	1	0	6	7	4	134	4	142	6	1	2	9	4	131	1	136	294
% App. Total	14.3	0	85.7		2.8	94.4	2.8		66.7	11.1	22.2		2.9	96.3	0.7		
PHF	.250	.000	.375	.438	1.00	.859	.500	.845	.375	.250	.500	.563	.500	.862	.250	.872	.875

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Groups Printed- Bicycles on Crosswalk

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Pedestrians

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	50	50	0	0	0	0	0	0	0	0	50	50	0	0	0	0	0	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Combined

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	5	2	9	0	16	4	360	37	0	401	36	2	13	0	51	17	384	2	0	403	871
11:45 AM	6	2	16	0	24	12	359	53	0	424	36	2	14	0	52	13	358	2	0	373	873
Total	11	4	25	0	40	16	719	90	0	825	72	4	27	0	103	30	742	4	0	776	1744
12:00 PM	6	4	11	0	21	12	383	40	0	435	58	4	12	0	74	15	432	2	0	449	979
12:15 PM	5	1	4	0	10	6	362	45	0	413	32	2	14	0	48	11	338	2	0	351	822
12:30 PM	4	3	13	0	20	10	378	44	0	432	44	3	17	0	64	12	272	1	0	285	801
12:45 PM	5	2	6	0	13	15	370	48	0	433	40	1	15	0	56	15	319	1	0	335	837
Total	20	10	34	0	64	43	1493	177	0	1713	174	10	58	0	242	53	1361	6	0	1420	3439
01:00 PM	5	0	3	1	9	6	390	57	0	453	45	3	11	0	59	7	278	3	0	288	809
01:15 PM	4	0	8	0	12	10	373	39	0	422	30	5	14	1	50	12	277	2	0	291	775
Grand Total	40	14	70	1	125	75	2975	363	0	3413	321	22	110	1	454	102	2658	15	0	2775	6767
Apprch %	32	11.2	56	0.8		2.2	87.2	10.6	0		70.7	4.8	24.2	0.2		3.7	95.8	0.5	0		
Total %	0.6	0.2	1	0	1.8	1.1	44	5.4	0	50.4	4.7	0.3	1.6	0	6.7	1.5	39.3	0.2	0	41	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	5	2	9	16	4	360	37	401	36	2	13	51	**17**	384	**2**	403	871
11:45 AM	**6**	2	**16**	**24**	**12**	359	**53**	424	36	2	**14**	52	13	358	2	373	873
12:00 PM	6	**4**	11	21	12	**383**	40	**435**	**58**	**4**	12	**74**	15	**432**	2	**449**	**979**
12:15 PM	5	1	4	10	6	362	45	413	32	2	14	48	11	338	2	351	822
Total Volume	22	9	40	71	34	1464	175	1673	162	10	53	225	56	1512	8	1576	3545
% App. Total	31	12.7	56.3		2	87.5	10.5		72	4.4	23.6		3.6	95.9	0.5		
PHF	.917	.563	.625	.740	.708	.956	.825	.961	.698	.625	.946	.760	.824	.875	1.00	.878	.905

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Groups Printed- Cars

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	5	5	18	0	28	13	393	60	0	466	86	4	44	0	134	29	474	4	0	507	1135
03:45 PM	6	3	13	0	22	6	438	60	0	504	122	12	57	0	191	22	383	2	0	407	1124
Total	11	8	31	0	50	19	831	120	0	970	208	16	101	0	325	51	857	6	0	914	2259
04:00 PM	4	4	16	0	24	9	444	60	0	513	89	4	44	0	137	16	483	1	0	500	1174
04:15 PM	3	4	10	0	17	13	467	71	0	551	61	1	20	0	82	14	477	2	0	493	1143
04:30 PM	3	8	13	0	24	14	478	81	0	573	59	2	19	0	80	20	472	8	0	500	1177
04:45 PM	9	6	5	0	20	9	501	77	0	587	54	6	25	0	85	28	454	4	0	486	1178
Total	19	22	44	0	85	45	1890	289	0	2224	263	13	108	0	384	78	1886	15	0	1979	4672
05:00 PM	12	3	13	0	28	11	510	105	0	626	48	7	15	0	70	26	453	2	0	481	1205
05:15 PM	9	10	12	0	31	15	514	97	0	626	56	3	35	0	94	34	464	2	0	500	1251
05:30 PM	13	7	11	0	31	11	533	89	0	633	52	9	29	0	90	13	490	0	0	503	1257
05:45 PM	5	3	15	0	23	8	389	57	0	454	55	1	27	0	83	14	382	3	0	399	959
Total	39	23	51	0	113	45	1946	348	0	2339	211	20	106	0	337	87	1789	7	0	1883	4672
06:00 PM	2	5	12	0	19	14	377	42	0	433	47	3	27	0	77	26	410	1	0	437	966
06:15 PM	4	5	5	0	14	9	395	68	0	472	37	8	17	0	62	13	391	2	0	406	954
Grand Total	75	63	143	0	281	132	5439	867	0	6438	766	60	359	0	1185	255	5333	31	0	5619	13523
Apprch %	26.7	22.4	50.9	0		2.1	84.5	13.5	0		64.6	5.1	30.3	0		4.5	94.9	0.6	0		
Total %	0.6	0.5	1.1	0	2.1	1	40.2	6.4	0	47.6	5.7	0.4	2.7	0	8.8	1.9	39.4	0.2	0	41.6	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	9	6	5	20	9	501	77	587	54	6	25	85	28	454	**4**	486	1178
05:00 PM	12	3	**13**	28	11	510	**105**	626	48	7	15	70	26	453	2	481	1205
05:15 PM	9	**10**	12	**31**	**15**	514	97	626	**56**	3	**35**	**94**	**34**	464	2	500	1251
05:30 PM	**13**	7	11	31	11	**533**	89	**633**	52	**9**	29	90	13	**490**	0	**503**	**1257**
Total Volume	43	26	41	110	46	2058	368	2472	210	25	104	339	101	1861	8	1970	4891
% App. Total	39.1	23.6	37.3		1.9	83.3	14.9		61.9	7.4	30.7		5.1	94.5	0.4		
PHF	.827	.650	.788	.887	.767	.965	.876	.976	.938	.694	.743	.902	.743	.949	.500	.979	.973

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Groups Printed- Trucks

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	1	0	0	0	1	0	24	2	0	26	1	0	1	0	2	0	19	0	0	19	48
03:45 PM	0	0	0	0	0	0	22	0	0	22	12	2	7	0	21	0	15	0	0	15	58
Total	1	0	0	0	1	0	46	2	0	48	13	2	8	0	23	0	34	0	0	34	106
04:00 PM	1	0	0	0	1	1	29	1	0	31	0	0	1	0	1	0	24	0	0	24	57
04:15 PM	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	16	0	0	16	50
04:30 PM	0	0	0	0	0	1	32	0	0	33	0	0	1	0	1	1	9	0	0	10	44
04:45 PM	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	1	20	0	0	21	49
Total	1	0	0	0	1	2	123	1	0	126	0	0	2	0	2	2	69	0	0	71	200
05:00 PM	0	0	0	0	0	0	18	2	0	20	0	0	0	0	0	0	11	0	0	11	31
05:15 PM	0	0	0	0	0	0	21	2	0	23	1	0	2	0	3	0	6	0	0	6	32
05:30 PM	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	0	4	0	0	4	25
05:45 PM	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	5	0	0	5	22
Total	0	0	0	0	0	0	76	4	0	80	1	0	3	0	4	0	26	0	0	26	110
06:00 PM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	1	7	0	0	8	24
06:15 PM	0	0	0	0	0	0	14	1	0	15	0	0	0	0	0	0	7	0	0	7	22
Grand Total	2	0	0	0	2	2	275	8	0	285	14	2	13	0	29	3	143	0	0	146	462
Apprch %	100	0	0	0		0.7	96.5	2.8	0		48.3	6.9	44.8	0		2.1	97.9	0	0		
Total %	0.4	0	0	0	0.4	0.4	59.5	1.7	0	61.7	3	0.4	2.8	0	6.3	0.6	31	0	0	31.6	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	**1**	0	0	**1**	0	24	**2**	26	1	0	1	2	0	19	0	19	48
03:45 PM	0	0	0	0	0	22	0	22	**12**	**2**	**7**	**21**	0	15	0	15	**58**
04:00 PM	1	0	0	1	**1**	29	1	31	0	0	1	1	0	**24**	0	**24**	57
04:15 PM	0	0	0	0	0	**34**	0	**34**	0	0	0	0	0	16	0	16	50
Total Volume	2	0	0	2	1	109	3	113	13	2	9	24	0	74	0	74	213
% App. Total	100	0	0		0.9	96.5	2.7		54.2	8.3	37.5		0	100	0		
PHF	.500	.000	.000	.500	.250	.801	.375	.831	.271	.250	.321	.286	.000	.771	.000	.771	.918

Peggy Malone & Associates

904-992-8072

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Groups Printed- Bicycles on Crosswalk

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Apprch %	0	0	0	0		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	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	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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904-992-8072

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Groups Printed- Pedestrians

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 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	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	5
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	100		
Total %	0	0	0	40	40	0	0	0	0	0	0	0	0	20	20	0	0	0	40	40	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	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	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

904-992-8072

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Groups Printed- Combined

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	6	5	18	0	29	13	417	62	0	492	87	4	45	2	138	29	493	4	0	526	1185
03:45 PM	6	3	13	0	22	6	460	60	0	526	134	14	64	0	212	22	398	2	0	422	1182
Total	12	8	31	0	51	19	877	122	0	1018	221	18	109	2	350	51	891	6	0	948	2367
04:00 PM	5	4	16	2	27	10	473	61	0	544	89	4	45	1	139	16	507	1	0	524	1234
04:15 PM	3	4	10	0	17	13	501	71	0	585	61	1	20	0	82	14	493	2	2	511	1195
04:30 PM	3	8	13	0	24	15	510	81	0	606	59	2	20	0	81	21	481	8	0	510	1221
04:45 PM	9	6	5	0	20	9	529	77	0	615	54	6	25	0	85	29	474	4	0	507	1227
Total	20	22	44	2	88	47	2013	290	0	2350	263	13	110	1	387	80	1955	15	2	2052	4877
05:00 PM	12	3	13	0	28	11	528	107	0	646	48	7	15	0	70	26	464	2	0	492	1236
05:15 PM	9	10	12	0	31	15	535	99	0	649	57	3	37	0	97	34	470	2	0	506	1283
05:30 PM	13	7	11	0	31	11	553	89	0	653	52	9	30	0	91	13	494	0	0	507	1282
05:45 PM	5	3	15	0	23	8	406	57	0	471	55	1	27	0	83	14	387	3	0	404	981
Total	39	23	51	0	113	45	2022	352	0	2419	212	20	109	0	341	87	1815	7	0	1909	4782
06:00 PM	2	5	12	0	19	14	393	42	0	449	47	3	27	0	77	27	417	1	0	445	990
06:15 PM	4	5	5	0	14	9	409	69	0	487	37	8	17	0	62	13	398	2	0	413	976
Grand Total	77	63	143	2	285	134	5714	875	0	6723	780	62	372	3	1217	258	5476	31	2	5767	13992
Apprch %	27	22.1	50.2	0.7		2	85	13	0		64.1	5.1	30.6	0.2		4.5	95	0.5	0		
Total %	0.6	0.5	1	0	2	1	40.8	6.3	0	48	5.6	0.4	2.7	0	8.7	1.8	39.1	0.2	0	41.2	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	9	6	5	20	9	529	77	615	54	6	25	85	29	474	**4**	**507**	1227
05:00 PM	12	3	**13**	28	11	528	**107**	646	48	7	15	70	26	464	2	492	1236
05:15 PM	9	**10**	12	**31**	**15**	535	99	649	**57**	3	**37**	**97**	**34**	470	2	506	**1283**
05:30 PM	**13**	7	11	31	11	**553**	89	**653**	52	**9**	30	91	13	**494**	0	507	1282
Total Volume	43	26	41	110	46	2145	372	2563	211	25	107	343	102	1902	8	2012	5028
% App. Total	39.1	23.6	37.3		1.8	83.7	14.5		61.5	7.3	31.2		5.1	94.5	0.4		
PHF	.827	.650	.788	.887	.767	.970	.869	.981	.925	.694	.723	.884	.750	.963	.500	.992	.980

Peggy Malone & Associates
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Groups Printed- Cars

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	1	0	1	1	3	2	263	5	0	270	27	0	5	0	32	2	233	2	0	237	542
06:45 AM	0	0	3	0	3	1	346	17	0	364	31	0	7	0	38	4	245	2	0	251	656
Total	1	0	4	1	6	3	609	22	0	634	58	0	12	0	70	6	478	4	0	488	1198
07:00 AM	2	0	1	0	3	1	349	19	0	369	32	0	9	1	42	9	259	3	0	271	685
07:15 AM	4	0	0	1	5	4	348	22	0	374	40	0	16	0	56	19	318	3	0	340	775
07:30 AM	1	0	1	0	2	2	320	31	0	353	46	1	14	0	61	9	380	1	0	390	806
07:45 AM	3	0	2	0	5	7	285	52	0	344	71	0	16	0	87	16	346	5	0	367	803
Total	10	0	4	1	15	14	1302	124	0	1440	189	1	55	1	246	53	1303	12	0	1368	3069
08:00 AM	4	1	2	0	7	5	234	25	0	264	59	1	16	0	76	7	314	3	0	324	671
08:15 AM	3	1	2	0	6	5	270	22	0	297	50	1	13	0	64	12	354	3	0	369	736
08:30 AM	3	1	4	0	8	4	273	43	0	320	51	0	11	0	62	22	308	0	0	330	720
08:45 AM	3	1	2	0	6	2	275	41	0	318	43	2	15	0	60	19	330	2	0	351	735
Total	13	4	10	0	27	16	1052	131	0	1199	203	4	55	0	262	60	1306	8	0	1374	2862
09:00 AM	2	0	4	0	6	4	295	20	0	319	36	0	23	0	59	14	233	2	0	249	633
09:15 AM	4	0	4	0	8	3	275	26	0	304	41	0	9	0	50	10	335	1	0	346	708
Grand Total	30	4	26	2	62	40	3533	323	0	3896	527	5	154	1	687	143	3655	27	0	3825	8470
Apprch %	48.4	6.5	41.9	3.2		1	90.7	8.3	0		76.7	0.7	22.4	0.1		3.7	95.6	0.7	0		
Total %	0.4	0	0.3	0	0.7	0.5	41.7	3.8	0	46	6.2	0.1	1.8	0	8.1	1.7	43.2	0.3	0	45.2	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	0	1	3	1	**349**	19	369	32	0	9	41	9	259	3	271	684
07:15 AM	**4**	0	0	4	4	348	22	**374**	40	0	**16**	56	**19**	318	3	340	774
07:30 AM	1	0	1	2	2	320	31	353	46	**1**	14	61	9	**380**	1	**390**	**806**
07:45 AM	3	0	**2**	**5**	**7**	285	**52**	344	**71**	0	16	**87**	16	346	**5**	367	803
Total Volume	10	0	4	14	14	1302	124	1440	189	1	55	245	53	1303	12	1368	3067
% App. Total	71.4	0	28.6		1	90.4	8.6		77.1	0.4	22.4		3.9	95.2	0.9		
PHF	.625	.000	.500	.700	.500	.933	.596	.963	.665	.250	.859	.704	.697	.857	.600	.877	.951

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Groups Printed- Trucks

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	2	26	0	0	28	49
06:45 AM	0	0	0	0	0	0	19	1	0	20	0	0	0	0	0	4	31	0	0	35	55
Total	0	0	0	0	0	0	39	1	0	40	0	0	1	0	1	6	57	0	0	63	104
07:00 AM	0	0	0	0	0	0	16	0	0	16	3	0	0	0	3	1	28	0	0	29	48
07:15 AM	0	0	1	0	1	0	20	2	0	22	5	1	0	0	6	0	38	0	0	38	67
07:30 AM	0	0	0	0	0	0	28	3	0	31	0	0	0	0	0	1	35	1	0	37	68
07:45 AM	0	0	0	0	0	0	26	3	0	29	1	0	0	0	1	4	38	1	0	43	73
Total	0	0	1	0	1	0	90	8	0	98	9	1	0	0	10	6	139	2	0	147	256
08:00 AM	0	0	0	0	0	2	27	2	0	31	3	0	7	0	10	4	38	1	0	43	84
08:15 AM	1	0	0	0	1	0	26	1	0	27	1	0	1	0	2	0	46	0	0	46	76
08:30 AM	1	2	1	0	4	0	30	2	0	32	1	0	0	0	1	1	41	1	0	43	80
08:45 AM	0	0	0	0	0	0	40	2	0	42	2	0	1	0	3	1	42	0	0	43	88
Total	2	2	1	0	5	2	123	7	0	132	7	0	9	0	16	6	167	2	0	175	328
09:00 AM	0	0	0	0	0	0	40	0	0	40	2	0	0	0	2	0	39	0	0	39	81
09:15 AM	0	0	0	0	0	0	33	1	0	34	1	0	0	0	1	0	33	0	0	33	68
Grand Total	2	2	2	0	6	2	325	17	0	344	19	1	10	0	30	18	435	4	0	457	837
Apprch %	33.3	33.3	33.3	0		0.6	94.5	4.9	0		63.3	3.3	33.3	0		3.9	95.2	0.9	0		
Total %	0.2	0.2	0.2	0	0.7	0.2	38.8	2	0	41.1	2.3	0.1	1.2	0	3.6	2.2	52	0.5	0	54.6	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	**2**	27	**2**	31	**3**	0	**7**	**10**	**4**	38	**1**	43	84
08:15 AM	**1**	0	0	1	0	26	1	27	1	0	1	2	0	**46**	0	**46**	76
08:30 AM	1	**2**	**1**	**4**	0	30	2	32	1	0	0	1	1	41	1	43	80
08:45 AM	0	0	0	0	0	**40**	2	**42**	2	0	1	3	1	42	0	43	**88**
Total Volume	2	2	1	5	2	123	7	132	7	0	9	16	6	167	2	175	328
% App. Total	40	40	20		1.5	93.2	5.3		43.8	0	56.2		3.4	95.4	1.1		
PHF	.500	.250	.250	.313	.250	.769	.875	.786	.583	.000	.321	.400	.375	.908	.500	.951	.932

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Groups Printed- Combined

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	1	0	1	1	3	2	283	5	0	290	27	0	6	0	33	4	259	2	0	265	591
06:45 AM	0	0	3	0	3	1	365	18	0	384	31	0	7	0	38	8	276	2	0	286	711
Total	1	0	4	1	6	3	648	23	0	674	58	0	13	0	71	12	535	4	0	551	1302
07:00 AM	2	0	1	0	3	1	365	19	0	385	35	0	9	1	45	10	287	3	0	300	733
07:15 AM	4	0	1	1	6	4	368	24	0	396	45	1	16	0	62	19	356	3	0	378	842
07:30 AM	1	0	1	0	2	2	348	34	0	384	46	1	14	0	61	10	415	2	0	427	874
07:45 AM	3	0	2	0	5	7	311	55	0	373	72	0	16	0	88	20	384	6	0	410	876
Total	10	0	5	1	16	14	1392	132	0	1538	198	2	55	1	256	59	1442	14	0	1515	3325
08:00 AM	4	1	2	0	7	7	261	27	0	295	62	1	23	0	86	11	352	4	0	367	755
08:15 AM	4	1	2	0	7	5	296	23	0	324	51	1	14	0	66	12	400	3	0	415	812
08:30 AM	4	3	5	0	12	4	303	45	0	352	52	0	11	0	63	23	349	1	0	373	800
08:45 AM	3	1	2	0	6	2	315	43	0	360	45	2	16	0	63	20	372	2	0	394	823
Total	15	6	11	0	32	18	1175	138	0	1331	210	4	64	0	278	66	1473	10	0	1549	3190
09:00 AM	2	0	4	0	6	4	335	20	0	359	38	0	23	0	61	14	272	2	0	288	714
09:15 AM	4	0	4	0	8	3	308	27	0	338	42	0	9	0	51	10	368	1	0	379	776
Grand Total	32	6	28	2	68	42	3858	340	0	4240	546	6	164	1	717	161	4090	31	0	4282	9307
Apprch %	47.1	8.8	41.2	2.9		1	91	8	0		76.2	0.8	22.9	0.1		3.8	95.5	0.7	0		
Total %	0.3	0.1	0.3	0	0.7	0.5	41.5	3.7	0	45.6	5.9	0.1	1.8	0	7.7	1.7	43.9	0.3	0	46	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**4**	0	1	5	4	**368**	24	**396**	45	**1**	16	62	19	356	3	378	841
07:30 AM	1	0	1	2	2	348	34	384	46	1	14	61	10	**415**	2	**427**	874
07:45 AM	3	0	**2**	5	**7**	311	**55**	373	**72**	0	16	**88**	**20**	384	**6**	410	**876**
08:00 AM	4	**1**	2	**7**	7	261	27	295	62	1	**23**	86	11	352	4	367	755
Total Volume	12	1	6	19	20	1288	140	1448	225	3	69	297	60	1507	15	1582	3346
% App. Total	63.2	5.3	31.6		1.4	89	9.7		75.8	1	23.2		3.8	95.3	0.9		
PHF	.750	.250	.750	.679	.714	.875	.636	.914	.781	.750	.750	.844	.750	.908	.625	.926	.955

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Groups Printed- Cars

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	1	0	3	0	4	3	266	36	0	305	50	0	21	0	71	20	326	2	0	348	728
11:45 AM	3	1	2	0	6	7	305	42	1	355	41	0	15	0	56	17	331	2	0	350	767
Total	4	1	5	0	10	10	571	78	1	660	91	0	36	0	127	37	657	4	0	698	1495
12:00 PM	3	3	7	1	14	3	322	44	0	369	60	1	26	0	87	11	291	1	0	303	773
12:15 PM	1	0	1	0	2	3	309	49	0	361	45	0	16	0	61	10	308	1	0	319	743
12:30 PM	2	0	2	0	4	9	352	43	0	404	22	2	19	0	43	13	292	0	0	305	756
12:45 PM	5	0	1	0	6	6	327	52	0	385	27	0	4	0	31	13	335	2	0	350	772
Total	11	3	11	1	26	21	1310	188	0	1519	154	3	65	0	222	47	1226	4	0	1277	3044
01:00 PM	2	0	3	0	5	6	347	53	1	407	35	1	15	0	51	18	294	1	0	313	776
01:15 PM	1	2	2	0	5	6	311	76	0	393	50	0	13	0	63	10	302	1	0	313	774
Grand Total	18	6	21	1	46	43	2539	395	2	2979	330	4	129	0	463	112	2479	10	0	2601	6089
Apprch %	39.1	13	45.7	2.2		1.4	85.2	13.3	0.1		71.3	0.9	27.9	0		4.3	95.3	0.4	0		
Total %	0.3	0.1	0.3	0	0.8	0.7	41.7	6.5	0	48.9	5.4	0.1	2.1	0	7.6	1.8	40.7	0.2	0	42.7	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	2	0	2	4	**9**	**352**	43	404	22	**2**	**19**	43	13	292	0	305	756
12:45 PM	**5**	0	1	**6**	6	327	52	385	27	0	4	31	13	**335**	**2**	**350**	772
01:00 PM	2	0	**3**	5	6	347	53	**406**	35	1	15	51	**18**	294	1	313	**775**
01:15 PM	1	**2**	2	5	6	311	**76**	393	**50**	0	13	**63**	10	302	1	313	774
Total Volume	10	2	8	20	27	1337	224	1588	134	3	51	188	54	1223	4	1281	3077
% App. Total	50	10	40		1.7	84.2	14.1		71.3	1.6	27.1		4.2	95.5	0.3		
PHF	.500	.250	.667	.833	.750	.950	.737	.978	.670	.375	.671	.746	.750	.913	.500	.915	.993

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Groups Printed- Trucks

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	0	0	0	0	0	32	3	0	35	5	0	0	0	5	1	34	0	0	35	75
11:45 AM	0	0	0	0	0	0	46	0	0	46	3	0	0	0	3	0	33	0	0	33	82
Total	0	0	0	0	0	0	78	3	0	81	8	0	0	0	8	1	67	0	0	68	157
12:00 PM	0	0	0	0	0	0	27	2	0	29	0	0	0	0	0	2	32	0	0	34	63
12:15 PM	0	0	0	0	0	0	31	6	0	37	3	0	1	0	4	0	39	0	0	39	80
12:30 PM	0	0	0	0	0	0	41	1	0	42	3	0	0	0	3	1	34	0	0	35	80
12:45 PM	0	0	0	0	0	0	28	4	0	32	1	0	0	0	1	0	21	0	0	21	54
Total	0	0	0	0	0	0	127	13	0	140	7	0	1	0	8	3	126	0	0	129	277
01:00 PM	0	0	0	0	0	0	40	2	0	42	3	0	2	0	5	7	35	0	0	42	89
01:15 PM	0	0	0	0	0	0	33	4	0	37	7	0	0	0	7	2	32	0	0	34	78
Grand Total	0	0	0	0	0	0	278	22	0	300	25	0	3	0	28	13	260	0	0	273	601
Apprch %	0	0	0	0		0	92.7	7.3	0		89.3	0	10.7	0		4.8	95.2	0	0		
Total %	0	0	0	0	0	0	46.3	3.7	0	49.9	4.2	0	0.5	0	4.7	2.2	43.3	0	0	45.4	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 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	0	0	0	0	**46**	0	**46**	**3**	0	0	3	0	33	0	33	**82**
12:00 PM	0	0	0	0	0	27	2	29	0	0	0	0	**2**	32	0	34	63
12:15 PM	0	0	0	0	0	31	**6**	37	3	0	**1**	**4**	0	**39**	0	**39**	80
12:30 PM	0	0	0	0	0	41	1	42	3	0	0	3	1	34	0	35	80
Total Volume	0	0	0	0	0	145	9	154	9	0	1	10	3	138	0	141	305
% App. Total	0	0	0		0	94.2	5.8		90	0	10		2.1	97.9	0		
PHF	.000	.000	.000	.000	.000	.788	.375	.837	.750	.000	.250	.625	.375	.885	.000	.904	.930

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Groups Printed- Combined

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	1	0	3	0	4	3	298	39	0	340	55	0	21	0	76	21	360	2	0	383	803
11:45 AM	3	1	2	0	6	7	351	42	1	401	44	0	15	0	59	17	364	2	0	383	849
Total	4	1	5	0	10	10	649	81	1	741	99	0	36	0	135	38	724	4	0	766	1652
12:00 PM	3	3	7	1	14	3	349	46	0	398	60	1	26	0	87	13	323	1	0	337	836
12:15 PM	1	0	1	0	2	3	340	55	0	398	48	0	17	0	65	10	347	1	0	358	823
12:30 PM	2	0	2	0	4	9	393	44	0	446	25	2	19	0	46	14	326	0	0	340	836
12:45 PM	5	0	1	0	6	6	355	56	0	417	28	0	4	0	32	13	356	2	0	371	826
Total	11	3	11	1	26	21	1437	201	0	1659	161	3	66	0	230	50	1352	4	0	1406	3321
01:00 PM	2	0	3	0	5	6	387	55	1	449	38	1	17	0	56	25	329	1	0	355	865
01:15 PM	1	2	2	0	5	6	344	80	0	430	57	0	13	0	70	12	334	1	0	347	852
Grand Total	18	6	21	1	46	43	2817	417	2	3279	355	4	132	0	491	125	2739	10	0	2874	6690
Apprch %	39.1	13	45.7	2.2		1.3	85.9	12.7	0.1		72.3	0.8	26.9	0		4.3	95.3	0.3	0		
Total %	0.3	0.1	0.3	0	0.7	0.6	42.1	6.2	0	49	5.3	0.1	2	0	7.3	1.9	40.9	0.1	0	43	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	2	0	2	4	**9**	**393**	44	446	25	**2**	**19**	46	14	326	0	340	836
12:45 PM	**5**	0	1	**6**	6	355	56	417	28	0	4	32	13	**356**	**2**	**371**	826
01:00 PM	2	0	**3**	5	6	387	55	**448**	38	1	17	56	**25**	329	1	355	**864**
01:15 PM	1	**2**	2	5	6	344	**80**	430	**57**	0	13	**70**	12	334	1	347	852
Total Volume	10	2	8	20	27	1479	235	1741	148	3	53	204	64	1345	4	1413	3378
% App. Total	50	10	40		1.6	85	13.5		72.5	1.5	26		4.5	95.2	0.3		
PHF	.500	.250	.667	.833	.750	.941	.734	.972	.649	.375	.697	.729	.640	.945	.500	.952	.977

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Groups Printed- Cars

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	5	1	2	0	8	3	400	50	0	453	27	0	12	0	39	18	410	4	0	432	932
03:45 PM	1	0	3	0	4	5	381	47	0	433	36	0	10	0	46	22	372	1	0	395	878
Total	6	1	5	0	12	8	781	97	0	886	63	0	22	0	85	40	782	5	0	827	1810
04:00 PM	6	1	7	0	14	7	384	64	0	455	41	1	20	0	62	19	377	4	0	400	931
04:15 PM	4	2	4	0	10	8	485	35	0	528	38	0	13	0	51	14	434	1	0	449	1038
04:30 PM	6	0	4	0	10	8	444	59	0	511	32	1	14	0	47	15	391	3	0	409	977
04:45 PM	9	2	7	0	18	9	470	52	0	531	41	0	10	0	51	17	461	1	0	479	1079
Total	25	5	22	0	52	32	1783	210	0	2025	152	2	57	0	211	65	1663	9	0	1737	4025
05:00 PM	6	0	7	0	13	5	504	64	0	573	35	2	18	0	55	13	445	3	0	461	1102
05:15 PM	4	0	9	0	13	7	478	61	0	546	36	3	14	0	53	12	388	7	0	407	1019
05:30 PM	7	2	3	0	12	6	424	47	0	477	35	0	11	0	46	16	391	2	0	409	944
05:45 PM	3	1	5	0	9	6	333	41	0	380	32	1	5	0	38	12	347	3	0	362	789
Total	20	3	24	0	47	24	1739	213	0	1976	138	6	48	0	192	53	1571	15	0	1639	3854
06:00 PM	4	0	2	0	6	4	268	35	0	307	21	0	24	1	46	18	362	3	0	383	742
06:15 PM	2	1	4	0	7	5	319	47	0	371	33	3	3	0	39	9	320	5	0	334	751
Grand Total	57	10	57	0	124	73	4890	602	0	5565	407	11	154	1	573	185	4698	37	0	4920	11182
Apprch %	46	8.1	46	0		1.3	87.9	10.8	0		71	1.9	26.9	0.2		3.8	95.5	0.8	0		
Total %	0.5	0.1	0.5	0	1.1	0.7	43.7	5.4	0	49.8	3.6	0.1	1.4	0	5.1	1.7	42	0.3	0	44	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	4	**2**	4	10	8	485	35	528	38	0	13	51	14	434	1	449	1038
04:30 PM	6	0	4	10	8	444	59	511	32	1	14	47	15	391	**3**	409	977
04:45 PM	**9**	2	**7**	**18**	**9**	470	52	531	**41**	0	10	51	**17**	**461**	1	**479**	1079
05:00 PM	6	0	7	13	5	**504**	**64**	**573**	35	**2**	**18**	**55**	13	445	3	461	**1102**
Total Volume	25	4	22	51	30	1903	210	2143	146	3	55	204	59	1731	8	1798	4196
% App. Total	49	7.8	43.1		1.4	88.8	9.8		71.6	1.5	27		3.3	96.3	0.4		
PHF	.694	.500	.786	.708	.833	.944	.820	.935	.890	.375	.764	.927	.868	.939	.667	.938	.952

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	2	0	0	0	2	0	29	0	0	29	0	0	0	0	0	1	14	0	0	15	46
03:45 PM	0	0	0	0	0	0	23	1	0	24	1	0	0	0	1	0	17	0	0	17	42
Total	2	0	0	0	2	0	52	1	0	53	1	0	0	0	1	1	31	0	0	32	88
04:00 PM	0	0	0	0	0	0	34	1	0	35	0	0	0	0	0	0	11	0	0	11	46
04:15 PM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	9	0	0	9	32
04:30 PM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	15	0	0	15	37
04:45 PM	0	0	0	0	0	0	19	0	0	19	1	0	0	0	1	0	14	1	0	15	35
Total	0	0	0	0	0	0	98	1	0	99	1	0	0	0	1	0	49	1	0	50	150
05:00 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	9	0	0	9	20
05:15 PM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	9	0	0	9	25
05:30 PM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	9	0	0	9	27
05:45 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	6	0	0	6	12
Total	0	0	0	0	0	0	50	0	0	50	1	0	0	0	1	0	33	0	0	33	84
06:00 PM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	1	9	0	0	10	26
06:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	8	0	0	8	17
Grand Total	2	0	0	0	2	0	224	2	0	226	3	0	1	0	4	2	130	1	0	133	365
Apprch %	100	0	0	0		0	99.1	0.9	0		75	0	25	0		1.5	97.7	0.8	0		
Total %	0.5	0	0	0	0.5	0	61.4	0.5	0	61.9	0.8	0	0.3	0	1.1	0.5	35.6	0.3	0	36.4	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	**2**	0	0	**2**	0	29	0	29	0	0	0	0	**1**	14	0	15	**46**
03:45 PM	0	0	0	0	0	23	**1**	24	**1**	0	0	**1**	0	**17**	0	**17**	42
04:00 PM	0	0	0	0	0	**34**	1	**35**	0	0	0	0	0	11	0	11	46
04:15 PM	0	0	0	0	0	23	0	23	0	0	0	0	0	9	0	9	32
Total Volume	2	0	0	2	0	109	2	111	1	0	0	1	1	51	0	52	166
% App. Total	100	0	0		0	98.2	1.8		100	0	0		1.9	98.1	0		
PHF	.250	.000	.000	.250	.000	.801	.500	.793	.250	.000	.000	.250	.250	.750	.000	.765	.902

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File Name : 3-SR-200 and Felmor Rd PM
Site Code :
Start Date : 6/15/2021
Page No : 1

Groups Printed- Combined

	Felmor Rd Southbound					SR 200 Westbound					Miner Rd Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	7	1	2	0	10	3	429	50	0	482	27	0	12	0	39	19	424	4	0	447	978
03:45 PM	1	0	3	0	4	5	404	48	0	457	37	0	10	0	47	22	389	1	0	412	920
Total	8	1	5	0	14	8	833	98	0	939	64	0	22	0	86	41	813	5	0	859	1898
04:00 PM	6	1	7	0	14	7	418	65	0	490	41	1	20	0	62	19	388	4	0	411	977
04:15 PM	4	2	4	0	10	8	508	35	0	551	38	0	13	0	51	14	443	1	0	458	1070
04:30 PM	6	0	4	0	10	8	466	59	0	533	32	1	14	0	47	15	406	3	0	424	1014
04:45 PM	9	2	7	0	18	9	489	52	0	550	42	0	10	0	52	17	475	2	0	494	1114
Total	25	5	22	0	52	32	1881	211	0	2124	153	2	57	0	212	65	1712	10	0	1787	4175
05:00 PM	6	0	7	0	13	5	515	64	0	584	35	2	18	0	55	13	454	3	0	470	1122
05:15 PM	4	0	9	0	13	7	494	61	0	562	36	3	14	0	53	12	397	7	0	416	1044
05:30 PM	7	2	3	0	12	6	442	47	0	495	35	0	11	0	46	16	400	2	0	418	971
05:45 PM	3	1	5	0	9	6	338	41	0	385	33	1	5	0	39	12	353	3	0	368	801
Total	20	3	24	0	47	24	1789	213	0	2026	139	6	48	0	193	53	1604	15	0	1672	3938
06:00 PM	4	0	2	0	6	4	284	35	0	323	21	0	24	1	46	19	371	3	0	393	768
06:15 PM	2	1	4	0	7	5	327	47	0	379	33	3	4	0	40	9	328	5	0	342	768
Grand Total	59	10	57	0	126	73	5114	604	0	5791	410	11	155	1	577	187	4828	38	0	5053	11547
Apprch %	46.8	7.9	45.2	0		1.3	88.3	10.4	0		71.1	1.9	26.9	0.2		3.7	95.5	0.8	0		
Total %	0.5	0.1	0.5	0	1.1	0.6	44.3	5.2	0	50.2	3.6	0.1	1.3	0	5	1.6	41.8	0.3	0	43.8	

	Felmor Rd Southbound				SR 200 Westbound				Miner Rd Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	4	**2**	4	10	8	508	35	551	38	0	13	51	14	443	1	458	1070
04:30 PM	6	0	4	10	8	466	59	533	32	1	14	47	15	406	**3**	424	1014
04:45 PM	**9**	2	**7**	**18**	**9**	489	52	550	**42**	0	10	52	**17**	**475**	2	**494**	1114
05:00 PM	6	0	7	13	5	**515**	**64**	**584**	35	**2**	**18**	**55**	13	454	3	470	**1122**
Total Volume	25	4	22	51	30	1978	210	2218	147	3	55	205	59	1778	9	1846	4320
% App. Total	49	7.8	43.1		1.4	89.2	9.5		71.7	1.5	26.8		3.2	96.3	0.5		
PHF	.694	.500	.786	.708	.833	.960	.820	.949	.875	.375	.764	.932	.868	.936	.750	.934	.963

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NOTE: Felmor Rd closed. Only Local Traffic until 7:58 AM, then blocked completely.

File Name : 4-Pages Dairy Rd and Felmor Rd AM
Site Code :
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Groups Printed- Cars

	Pages Dairy Rd Westbound				Felmor Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
06:30 AM	39	0	0	39	1	0	0	1	0	31	0	31	71
06:45 AM	36	0	0	36	2	0	0	2	0	29	0	29	67
Total	75	0	0	75	3	0	0	3	0	60	0	60	138
07:00 AM	47	0	0	47	0	0	0	0	0	45	0	45	92
07:15 AM	44	0	0	44	0	0	0	0	0	49	0	49	93
07:30 AM	29	0	0	29	1	1	0	2	1	57	0	58	89
07:45 AM	40	9	0	49	1	0	1	2	0	76	0	76	127
Total	160	9	0	169	2	1	1	4	1	227	0	228	401
08:00 AM	29	1	0	30	2	0	0	2	1	59	0	60	92
08:15 AM	22	1	0	23	0	0	0	0	0	49	0	49	72
08:30 AM	28	0	0	28	2	0	0	2	0	61	0	61	91
08:45 AM	27	0	0	27	3	1	0	4	0	32	0	32	63
Total	106	2	0	108	7	1	0	8	1	201	0	202	318
09:00 AM	26	1	0	27	0	1	0	1	0	33	0	33	61
09:15 AM	18	0	0	18	1	0	0	1	0	34	0	34	53
Grand Total	385	12	0	397	13	3	1	17	2	555	0	557	971
Apprch %	97	3	0		76.5	17.6	5.9		0.4	99.6	0		
Total %	39.6	1.2	0	40.9	1.3	0.3	0.1	1.8	0.2	57.2	0	57.4	

	Pages Dairy Rd Westbound			Felmor Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**47**	0	47	0	0	0	0	45	45	92
07:15 AM	44	0	44	0	0	0	0	49	49	93
07:30 AM	29	0	29	**1**	**1**	**2**	**1**	57	58	89
07:45 AM	40	**9**	**49**	1	0	1	0	**76**	**76**	**126**
Total Volume	160	9	169	2	1	3	1	227	228	400
% App. Total	94.7	5.3		66.7	33.3		0.4	99.6		
PHF	.851	.250	.862	.500	.250	.375	.250	.747	.750	.794

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File Name : 4-Pages Dairy Rd and Felmor Rd AM
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Groups Printed- Trucks

	Pages Dairy Rd Westbound				Felmor Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
06:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
06:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	2	0	0	2	0	0	0	0	0	4	0	4	6
07:00 AM	1	0	0	1	0	0	0	0	0	6	0	6	7
07:15 AM	2	0	0	2	0	0	0	0	0	4	0	4	6
07:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
07:45 AM	1	2	0	3	0	0	0	0	0	1	0	1	4
Total	4	2	0	6	0	0	0	0	0	14	0	14	20
08:00 AM	0	0	0	0	1	0	0	1	0	2	0	2	3
08:15 AM	1	1	0	2	0	0	0	0	0	2	0	2	4
08:30 AM	4	1	0	5	0	0	0	0	0	2	0	2	7
08:45 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	7	2	0	9	1	0	0	1	0	7	0	7	17
09:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
09:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
Grand Total	14	4	0	18	1	0	0	1	0	30	0	30	49
Apprch %	77.8	22.2	0		100	0	0		0	100	0		
Total %	28.6	8.2	0	36.7	2	0	0	2	0	61.2	0	61.2	

	Pages Dairy Rd Westbound			Felmor Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	1	0	1	0	0	0	0	**6**	**6**	**7**
07:15 AM	**2**	0	2	0	0	0	0	4	4	6
07:30 AM	0	0	0	0	0	0	0	3	3	3
07:45 AM	1	**2**	**3**	0	0	0	0	1	1	4
Total Volume	4	2	6	0	0	0	0	14	14	20
% App. Total	66.7	33.3		0	0		0	100		
PHF	.500	.250	.500	.000	.000	.000	.000	.583	.583	.714

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File Name : 4-Pages Dairy Rd and Felmor Rd AM
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Groups Printed- Combined

	Pages Dairy Rd Westbound				Felmor Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
06:30 AM	41	0	0	41	1	0	0	1	0	32	0	32	74
06:45 AM	36	0	0	36	2	0	0	2	0	32	0	32	70
Total	77	0	0	77	3	0	0	3	0	64	0	64	144
07:00 AM	48	0	0	48	0	0	0	0	0	51	0	51	99
07:15 AM	46	0	0	46	0	0	0	0	0	53	0	53	99
07:30 AM	29	0	0	29	1	1	0	2	1	60	0	61	92
07:45 AM	41	11	0	52	1	0	1	2	0	77	0	77	131
Total	164	11	0	175	2	1	1	4	1	241	0	242	421
08:00 AM	29	1	0	30	3	0	0	3	1	61	0	62	95
08:15 AM	23	2	0	25	0	0	0	0	0	51	0	51	76
08:30 AM	32	1	0	33	2	0	0	2	0	63	0	63	98
08:45 AM	29	0	0	29	3	1	0	4	0	33	0	33	66
Total	113	4	0	117	8	1	0	9	1	208	0	209	335
09:00 AM	27	1	0	28	0	1	0	1	0	35	0	35	64
09:15 AM	18	0	0	18	1	0	0	1	0	37	0	37	56
Grand Total	399	16	0	415	14	3	1	18	2	585	0	587	1020
Apprch %	96.1	3.9	0		77.8	16.7	5.6		0.3	99.7	0		
Total %	39.1	1.6	0	40.7	1.4	0.3	0.1	1.8	0.2	57.4	0	57.5	

	Pages Dairy Rd Westbound			Felmor Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**48**	0	48	0	0	0	0	51	51	99
07:15 AM	46	0	46	0	0	0	0	53	53	99
07:30 AM	29	0	29	**1**	**1**	**2**	**1**	60	61	92
07:45 AM	41	**11**	**52**	1	0	1	0	**77**	**77**	**130**
Total Volume	164	11	175	2	1	3	1	241	242	420
% App. Total	93.7	6.3		66.7	33.3		0.4	99.6		
PHF	.854	.250	.841	.500	.250	.375	.250	.782	.786	.808

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File Name : 4-Pages Dairy Rd and Felmor Rd MID
Site Code :
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Groups Printed- Cars

	Pages Dairy Rd Westbound				Felmor Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
11:30 AM	28	0	0	28	1	0	0	1	0	35	0	35	64
11:45 AM	18	0	0	18	3	0	0	3	0	30	0	30	51
Total	46	0	0	46	4	0	0	4	0	65	0	65	115
12:00 PM	29	0	0	29	0	0	0	0	0	35	0	35	64
12:15 PM	30	0	0	30	2	0	1	3	1	45	0	46	79
12:30 PM	28	0	0	28	0	0	1	1	0	32	1	33	62
12:45 PM	47	0	0	47	1	0	3	4	0	37	1	38	89
Total	134	0	0	134	3	0	5	8	1	149	2	152	294
01:00 PM	30	1	0	31	0	0	4	4	0	53	1	54	89
01:15 PM	32	1	0	33	0	0	6	6	0	31	5	36	75
Grand Total	242	2	0	244	7	0	15	22	1	298	8	307	573
Apprch %	99.2	0.8	0		31.8	0	68.2		0.3	97.1	2.6		
Total %	42.2	0.3	0	42.6	1.2	0	2.6	3.8	0.2	52	1.4	53.6	

	Pages Dairy Rd Westbound			Felmor Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. 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	0	30	**2**	0	**2**	**1**	45	46	78
12:30 PM	28	0	28	0	0	0	0	32	32	60
12:45 PM	**47**	0	**47**	1	0	1	0	37	37	**85**
01:00 PM	30	**1**	31	0	0	0	0	**53**	**53**	84
Total Volume	135	1	136	3	0	3	1	167	168	307
% App. Total	99.3	0.7		100	0		0.6	99.4		
PHF	.718	.250	.723	.375	.000	.375	.250	.788	.792	.903

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File Name : 4-Pages Dairy Rd and Felmor Rd MID
Site Code :
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Groups Printed- Trucks

	Pages Dairy Rd Westbound				Felmor Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
11:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
11:45 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	5	0	0	5	0	0	0	0	0	1	0	1	6
12:00 PM	4	1	0	5	0	0	0	0	0	0	0	0	5
12:15 PM	1	0	0	1	1	0	0	1	0	3	0	3	5
12:30 PM	2	0	0	2	1	0	0	1	0	2	0	2	5
12:45 PM	2	2	0	4	1	0	0	1	0	1	0	1	6
Total	9	3	0	12	3	0	0	3	0	6	0	6	21
01:00 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
01:15 PM	2	1	0	3	1	0	0	1	0	0	0	0	4
Grand Total	17	4	0	21	4	0	0	4	0	10	0	10	35
Apprch %	81	19	0		100	0	0		0	100	0		
Total %	48.6	11.4	0	60	11.4	0	0	11.4	0	28.6	0	28.6	

	Pages Dairy Rd Westbound			Felmor Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. 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	**4**	1	**5**	0	0	0	0	0	0	5
12:15 PM	1	0	1	**1**	0	**1**	0	**3**	**3**	5
12:30 PM	2	0	2	1	0	1	0	2	2	5
12:45 PM	2	**2**	4	1	0	1	0	1	1	**6**
Total Volume	9	3	12	3	0	3	0	6	6	21
% App. Total	75	25		100	0		0	100		
PHF	.563	.375	.600	.750	.000	.750	.000	.500	.500	.875

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File Name : 4-Pages Dairy Rd and Felmor Rd MID
Site Code :
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Groups Printed- Combined

	Pages Dairy Rd Westbound				Felmor Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
11:30 AM	31	0	0	31	1	0	0	1	0	35	0	35	67
11:45 AM	20	0	0	20	3	0	0	3	0	31	0	31	54
Total	51	0	0	51	4	0	0	4	0	66	0	66	121
12:00 PM	33	1	0	34	0	0	0	0	0	35	0	35	69
12:15 PM	31	0	0	31	3	0	1	4	1	48	0	49	84
12:30 PM	30	0	0	30	1	0	1	2	0	34	1	35	67
12:45 PM	49	2	0	51	2	0	3	5	0	38	1	39	95
Total	143	3	0	146	6	0	5	11	1	155	2	158	315
01:00 PM	31	1	0	32	0	0	4	4	0	56	1	57	93
01:15 PM	34	2	0	36	1	0	6	7	0	31	5	36	79
Grand Total	259	6	0	265	11	0	15	26	1	308	8	317	608
Apprch %	97.7	2.3	0		42.3	0	57.7		0.3	97.2	2.5		
Total %	42.6	1	0	43.6	1.8	0	2.5	4.3	0.2	50.7	1.3	52.1	

	Pages Dairy Rd Westbound			Felmor Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. 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	0	31	**3**	0	**3**	**1**	48	49	83
12:30 PM	30	0	30	1	0	1	0	34	34	65
12:45 PM	**49**	**2**	**51**	2	0	2	0	38	38	**91**
01:00 PM	31	1	32	0	0	0	0	**56**	**56**	88
Total Volume	141	3	144	6	0	6	1	176	177	327
% App. Total	97.9	2.1		100	0		0.6	99.4		
PHF	.719	.375	.706	.500	.000	.500	.250	.786	.790	.898

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File Name : 4-Pages Dairy Rd and Felmor Rd PM
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Groups Printed- Cars

	Pages Dairy Rd Westbound				Felmor Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:30 PM	48	0	0	48	2	0	1	3	0	67	2	69	120
03:45 PM	40	0	0	40	1	0	4	5	0	68	4	72	117
Total	88	0	0	88	3	0	5	8	0	135	6	141	237
04:00 PM	59	0	0	59	0	0	2	2	0	55	3	58	119
04:15 PM	47	2	0	49	0	0	1	1	0	66	0	66	116
04:30 PM	48	1	0	49	1	0	2	3	0	52	0	52	104
04:45 PM	62	0	0	62	0	0	3	3	0	82	1	83	148
Total	216	3	0	219	1	0	8	9	0	255	4	259	487
05:00 PM	63	0	1	64	1	0	2	3	1	100	0	101	168
05:15 PM	40	0	0	40	0	1	0	1	0	65	0	65	106
05:30 PM	63	0	0	63	3	1	0	4	1	65	0	66	133
05:45 PM	49	3	0	52	2	1	0	3	0	52	0	52	107
Total	215	3	1	219	6	3	2	11	2	282	0	284	514
06:00 PM	39	0	0	39	0	0	0	0	0	52	0	52	91
06:15 PM	35	0	0	35	2	1	0	3	0	34	0	34	72
Grand Total	593	6	1	600	12	4	15	31	2	758	10	770	1401
Apprch %	98.8	1	0.2		38.7	12.9	48.4		0.3	98.4	1.3		
Total %	42.3	0.4	0.1	42.8	0.9	0.3	1.1	2.2	0.1	54.1	0.7	55	

	Pages Dairy Rd Westbound			Felmor Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	62	0	62	0	0	0	0	82	82	144
05:00 PM	**63**	0	**63**	1	0	1	**1**	**100**	**101**	**165**
05:15 PM	40	0	40	0	**1**	1	0	65	65	106
05:30 PM	63	0	63	**3**	1	**4**	1	65	66	133
Total Volume	228	0	228	4	2	6	2	312	314	548
% App. Total	100	0		66.7	33.3		0.6	99.4		
PHF	.905	.000	.905	.333	.500	.375	.500	.780	.777	.830

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File Name : 4-Pages Dairy Rd and Felmor Rd PM
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Groups Printed- Trucks

	Pages Dairy Rd Westbound				Felmor Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:30 PM	4	0	0	4	0	0	0	0	0	1	0	1	5
03:45 PM	4	0	0	4	1	0	0	1	1	1	0	2	7
Total	8	0	0	8	1	0	0	1	1	2	0	3	12
04:00 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
04:15 PM	3	0	0	3	1	0	0	1	0	2	0	2	6
04:30 PM	1	0	0	1	1	0	0	1	0	2	0	2	4
04:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	7	2	0	9	2	0	0	2	0	7	0	7	18
05:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	2	0	0	2	0	0	0	0	4
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	17	2	0	19	5	0	0	5	1	9	0	10	34
Apprch %	89.5	10.5	0		100	0	0		10	90	0		
Total %	50	5.9	0	55.9	14.7	0	0	14.7	2.9	26.5	0	29.4	

	Pages Dairy Rd Westbound			Felmor Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:30 PM										
03:30 PM	**4**	0	**4**	0	0	0	0	1	1	5
03:45 PM	4	0	4	**1**	0	**1**	**1**	1	**2**	**7**
04:00 PM	3	0	3	0	0	0	0	**2**	2	5
04:15 PM	3	0	3	1	0	1	0	2	2	6
Total Volume	14	0	14	2	0	2	1	6	7	23
% App. Total	100	0		100	0		14.3	85.7		
PHF	.875	.000	.875	.500	.000	.500	.250	.750	.875	.821

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Groups Printed- Combined

	Pages Dairy Rd Westbound				Felmor Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:30 PM	52	0	0	52	2	0	1	3	0	68	2	70	125
03:45 PM	44	0	0	44	2	0	4	6	1	69	4	74	124
Total	96	0	0	96	4	0	5	9	1	137	6	144	249
04:00 PM	62	0	0	62	0	0	2	2	0	57	3	60	124
04:15 PM	50	2	0	52	1	0	1	2	0	68	0	68	122
04:30 PM	49	1	0	50	2	0	2	4	0	54	0	54	108
04:45 PM	62	2	0	64	0	0	3	3	0	83	1	84	151
Total	223	5	0	228	3	0	8	11	0	262	4	266	505
05:00 PM	65	0	1	66	1	0	2	3	1	100	0	101	170
05:15 PM	40	0	0	40	1	1	0	2	0	65	0	65	107
05:30 PM	63	0	0	63	4	1	0	5	1	65	0	66	134
05:45 PM	49	3	0	52	2	1	0	3	0	52	0	52	107
Total	217	3	1	221	8	3	2	13	2	282	0	284	518
06:00 PM	39	0	0	39	0	0	0	0	0	52	0	52	91
06:15 PM	35	0	0	35	2	1	0	3	0	34	0	34	72
Grand Total	610	8	1	619	17	4	15	36	3	767	10	780	1435
Apprch %	98.5	1.3	0.2		47.2	11.1	41.7		0.4	98.3	1.3		
Total %	42.5	0.6	0.1	43.1	1.2	0.3	1	2.5	0.2	53.4	0.7	54.4	

	Pages Dairy Rd Westbound			Felmor Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	62	**2**	64	0	0	0	0	83	83	147
05:00 PM	**65**	0	**65**	1	0	1	**1**	**100**	**101**	**167**
05:15 PM	40	0	40	1	**1**	2	0	65	65	107
05:30 PM	63	0	63	**4**	1	**5**	1	65	66	134
Total Volume	230	2	232	6	2	8	2	313	315	555
% App. Total	99.1	0.9		75	25		0.6	99.4		
PHF	.885	.250	.892	.375	.500	.400	.500	.783	.780	.831

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Groups Printed- Cars

	Chester Rd Southbound					SR 200 Westbound					Amelia Concourse Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	34	4	18	0	56	2	135	1	0	138	21	4	80	0	105	22	205	10	0	237	536
06:45 AM	25	9	19	0	53	6	186	5	0	197	13	12	100	0	125	26	206	21	0	253	628
Total	59	13	37	0	109	8	321	6	0	335	34	16	180	0	230	48	411	31	0	490	1164
07:00 AM	29	16	23	0	68	4	183	9	1	197	30	15	116	0	161	39	213	19	0	271	697
07:15 AM	34	10	33	0	77	3	172	13	0	188	24	17	102	0	143	39	248	24	0	311	719
07:30 AM	34	17	22	0	73	5	191	12	0	208	36	16	104	0	156	51	286	30	0	367	804
07:45 AM	26	21	42	0	89	7	194	33	1	235	25	16	108	0	149	62	276	27	0	365	838
Total	123	64	120	0	307	19	740	67	2	828	115	64	430	0	609	191	1023	100	0	1314	3058
08:00 AM	17	30	40	0	87	7	168	24	0	199	36	17	85	0	138	70	250	17	0	337	761
08:15 AM	28	28	31	0	87	5	182	21	1	209	30	17	78	0	125	58	235	24	0	317	738
08:30 AM	28	29	40	0	97	6	185	38	0	229	31	21	77	0	129	48	262	27	0	337	792
08:45 AM	25	31	36	1	93	18	192	30	1	241	25	23	69	0	117	72	221	39	1	333	784
Total	98	118	147	1	364	36	727	113	2	878	122	78	309	0	509	248	968	107	1	1324	3075
09:00 AM	30	28	28	0	86	11	187	25	0	223	30	25	73	0	128	53	217	21	0	291	728
09:15 AM	21	33	35	1	90	12	219	28	0	259	36	27	90	0	153	53	218	34	0	305	807
Grand Total	331	256	367	2	956	86	2194	239	4	2523	337	210	1082	0	1629	593	2837	293	1	3724	8832
Apprch %	34.6	26.8	38.4	0.2		3.4	87	9.5	0.2		20.7	12.9	66.4	0		15.9	76.2	7.9	0		
Total %	3.7	2.9	4.2	0	10.8	1	24.8	2.7	0	28.6	3.8	2.4	12.3	0	18.4	6.7	32.1	3.3	0	42.2	

	Chester Rd Southbound				SR 200 Westbound				Amelia Concourse Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**34**	17	22	73	5	191	12	208	**36**	16	104	**156**	51	**286**	**30**	**367**	804
07:45 AM	26	21	**42**	**89**	**7**	**194**	**33**	**234**	25	16	**108**	149	62	276	27	365	**837**
08:00 AM	17	**30**	40	87	7	168	24	199	36	**17**	85	138	**70**	250	17	337	761
08:15 AM	28	28	31	87	5	182	21	208	30	17	78	125	58	235	24	317	737
Total Volume	105	96	135	336	24	735	90	849	127	66	375	568	241	1047	98	1386	3139
% App. Total	31.2	28.6	40.2		2.8	86.6	10.6		22.4	11.6	66		17.4	75.5	7.1		
PHF	.772	.800	.804	.944	.857	.947	.682	.907	.882	.971	.868	.910	.861	.915	.817	.944	.938

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Groups Printed- Trucks

	Chester Rd Southbound					SR 200 Westbound					Amelia Concourse Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	1	1	1	0	3	0	19	0	0	19	0	0	0	0	0	1	25	1	0	27	49
06:45 AM	1	0	0	0	1	0	15	0	0	15	0	0	0	0	0	4	23	1	0	28	44
Total	2	1	1	0	4	0	34	0	0	34	0	0	0	0	0	5	48	2	0	55	93
07:00 AM	0	1	2	0	3	1	22	1	0	24	0	0	0	0	0	6	19	3	0	28	55
07:15 AM	1	1	0	0	2	1	12	0	0	13	0	0	4	0	4	8	21	5	0	34	53
07:30 AM	0	2	3	0	5	0	22	1	0	23	0	0	4	0	4	6	32	1	0	39	71
07:45 AM	0	1	1	0	2	1	26	0	0	27	0	0	2	0	2	9	30	1	0	40	71
Total	1	5	6	0	12	3	82	2	0	87	0	0	10	0	10	29	102	10	0	141	250
08:00 AM	2	0	1	0	3	0	18	1	0	19	1	1	3	0	5	8	26	2	0	36	63
08:15 AM	2	1	0	0	3	0	22	1	0	23	2	0	7	0	9	5	42	2	0	49	84
08:30 AM	1	0	2	0	3	0	31	3	0	34	1	0	7	0	8	6	37	2	0	45	90
08:45 AM	2	0	2	0	4	1	31	5	0	37	1	0	7	0	8	3	34	0	0	37	86
Total	7	1	5	0	13	1	102	10	0	113	5	1	24	0	30	22	139	6	0	167	323
09:00 AM	0	0	0	0	0	0	34	1	0	35	0	2	6	0	8	9	37	2	0	48	91
09:15 AM	2	1	0	0	3	1	31	0	0	32	0	0	2	0	2	3	33	0	0	36	73
Grand Total	12	8	12	0	32	5	283	13	0	301	5	3	42	0	50	68	359	20	0	447	830
Apprch %	37.5	25	37.5	0		1.7	94	4.3	0		10	6	84	0		15.2	80.3	4.5	0		
Total %	1.4	1	1.4	0	3.9	0.6	34.1	1.6	0	36.3	0.6	0.4	5.1	0	6	8.2	43.3	2.4	0	53.9	

	Chester Rd Southbound				SR 200 Westbound				Amelia Concourse Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**2**	**1**	0	3	0	22	1	23	**2**	0	**7**	**9**	5	**42**	**2**	**49**	84
08:30 AM	1	0	**2**	3	0	31	3	34	1	0	7	8	6	37	2	45	90
08:45 AM	2	0	2	**4**	**1**	31	**5**	**37**	1	0	7	8	3	34	0	37	86
09:00 AM	0	0	0	0	0	**34**	1	35	0	**2**	6	8	**9**	37	2	48	**91**
Total Volume	5	1	4	10	1	118	10	129	4	2	27	33	23	150	6	179	351
% App. Total	50	10	40		0.8	91.5	7.8		12.1	6.1	81.8		12.8	83.8	3.4		
PHF	.625	.250	.500	.625	.250	.868	.500	.872	.500	.250	.964	.917	.639	.893	.750	.913	.964

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	Chester Rd Southbound					SR 200 Westbound					Amelia Concourse Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	35	5	19	0	59	2	154	1	0	157	21	4	80	0	105	23	230	11	0	264	585
06:45 AM	26	9	19	0	54	6	201	5	0	212	13	12	100	0	125	30	229	22	0	281	672
Total	61	14	38	0	113	8	355	6	0	369	34	16	180	0	230	53	459	33	0	545	1257
07:00 AM	29	17	25	0	71	5	205	10	1	221	30	15	116	0	161	45	232	22	0	299	752
07:15 AM	35	11	33	0	79	4	184	13	0	201	24	17	106	0	147	47	269	29	0	345	772
07:30 AM	34	19	25	0	78	5	213	13	0	231	36	16	108	0	160	57	318	31	0	406	875
07:45 AM	26	22	43	0	91	8	220	33	1	262	25	16	110	0	151	71	306	28	0	405	909
Total	124	69	126	0	319	22	822	69	2	915	115	64	440	0	619	220	1125	110	0	1455	3308
08:00 AM	19	30	41	0	90	7	186	25	0	218	37	18	88	0	143	78	276	19	0	373	824
08:15 AM	30	29	31	0	90	5	204	22	1	232	32	17	85	0	134	63	277	26	0	366	822
08:30 AM	29	29	42	0	100	6	216	41	0	263	32	21	84	0	137	54	299	29	0	382	882
08:45 AM	27	31	38	1	97	19	223	35	1	278	26	23	76	0	125	75	255	39	1	370	870
Total	105	119	152	1	377	37	829	123	2	991	127	79	333	0	539	270	1107	113	1	1491	3398
09:00 AM	30	28	28	0	86	11	221	26	0	258	30	27	79	0	136	62	254	23	0	339	819
09:15 AM	23	34	35	1	93	13	250	28	0	291	36	27	92	0	155	56	251	34	0	341	880
Grand Total	343	264	379	2	988	91	2477	252	4	2824	342	213	1124	0	1679	661	3196	313	1	4171	9662
Apprch %	34.7	26.7	38.4	0.2		3.2	87.7	8.9	0.1		20.4	12.7	66.9	0		15.8	76.6	7.5	0		
Total %	3.5	2.7	3.9	0	10.2	0.9	25.6	2.6	0	29.2	3.5	2.2	11.6	0	17.4	6.8	33.1	3.2	0	43.2	

	Chester Rd Southbound				SR 200 Westbound				Amelia Concourse Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	29	29	**42**	**100**	6	216	**41**	263	32	21	84	137	54	**299**	29	**382**	**882**
08:45 AM	27	31	38	96	**19**	223	35	277	26	23	76	125	**75**	255	**39**	369	867
09:00 AM	**30**	28	28	86	11	221	26	258	30	**27**	79	136	62	254	23	339	819
09:15 AM	23	**34**	35	92	13	**250**	28	**291**	**36**	27	**92**	**155**	56	251	34	341	879
Total Volume	109	122	143	374	49	910	130	1089	124	98	331	553	247	1059	125	1431	3447
% App. Total	29.1	32.6	38.2		4.5	83.6	11.9		22.4	17.7	59.9		17.3	74	8.7		
PHF	.908	.897	.851	.935	.645	.910	.793	.936	.861	.907	.899	.892	.823	.885	.801	.937	.977

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Groups Printed- Cars

	Chester Rd Southbound					SR 200 Westbound					Amelia Concourse Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	21	30	35	0	86	19	261	35	0	315	30	32	68	0	130	62	255	44	0	361	892
11:45 AM	25	33	38	0	96	11	248	28	0	287	28	42	80	0	150	55	288	46	0	389	922
Total	46	63	73	0	182	30	509	63	0	602	58	74	148	0	280	117	543	90	0	750	1814
12:00 PM	28	44	44	0	116	10	260	45	0	315	34	39	69	0	142	52	211	56	0	319	892
12:15 PM	26	49	42	0	117	15	269	27	0	311	36	41	66	0	143	68	247	36	0	351	922
12:30 PM	26	59	46	0	131	16	301	42	0	359	29	45	93	0	167	56	234	36	0	326	983
12:45 PM	26	37	33	0	96	18	290	38	0	346	42	31	71	0	144	61	211	39	0	311	897
Total	106	189	165	0	460	59	1120	152	0	1331	141	156	299	0	596	237	903	167	0	1307	3694
01:00 PM	24	50	39	0	113	9	277	42	0	328	26	36	86	0	148	65	183	40	0	288	877
01:15 PM	18	45	42	1	106	15	278	50	0	343	41	41	77	0	159	54	228	46	0	328	936
Grand Total	194	347	319	1	861	113	2184	307	0	2604	266	307	610	0	1183	473	1857	343	0	2673	7321
Apprch %	22.5	40.3	37	0.1		4.3	83.9	11.8	0		22.5	26	51.6	0		17.7	69.5	12.8	0		
Total %	2.6	4.7	4.4	0	11.8	1.5	29.8	4.2	0	35.6	3.6	4.2	8.3	0	16.2	6.5	25.4	4.7	0	36.5	

	Chester Rd Southbound				SR 200 Westbound				Amelia Concourse Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	25	33	38	96	11	248	28	287	28	42	80	150	55	**288**	46	**389**	922
12:00 PM	**28**	44	44	116	10	260	**45**	315	34	39	69	142	52	211	**56**	319	892
12:15 PM	26	49	42	117	15	269	27	311	**36**	41	66	143	**68**	247	36	351	922
12:30 PM	26	**59**	**46**	**131**	**16**	**301**	42	**359**	29	**45**	**93**	**167**	56	234	36	326	**983**
Total Volume	105	185	170	460	52	1078	142	1272	127	167	308	602	231	980	174	1385	3719
% App. Total	22.8	40.2	37		4.1	84.7	11.2		21.1	27.7	51.2		16.7	70.8	12.6		
PHF	.938	.784	.924	.878	.813	.895	.789	.886	.882	.928	.828	.901	.849	.851	.777	.890	.946

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	Chester Rd Southbound					SR 200 Westbound					Amelia Concourse Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	1	1	0	0	2	2	32	1	0	35	0	0	4	0	4	1	29	0	0	30	71
11:45 AM	0	0	3	0	3	1	33	4	0	38	0	0	3	0	3	3	20	3	0	26	70
Total	1	1	3	0	5	3	65	5	0	73	0	0	7	0	7	4	49	3	0	56	141
12:00 PM	3	0	1	0	4	3	23	1	0	27	0	0	4	0	4	3	30	1	0	34	69
12:15 PM	0	0	3	0	3	2	24	0	0	26	1	0	5	0	6	2	32	0	0	34	69
12:30 PM	0	2	2	0	4	1	50	0	0	51	0	1	6	0	7	5	26	0	0	31	93
12:45 PM	0	0	0	0	0	2	26	1	0	29	0	1	2	0	3	2	18	2	0	22	54
Total	3	2	6	0	11	8	123	2	0	133	1	2	17	0	20	12	106	3	0	121	285
01:00 PM	2	2	1	0	5	2	28	4	0	34	1	0	5	0	6	2	29	0	0	31	76
01:15 PM	0	0	1	0	1	0	27	1	0	28	2	1	5	0	8	7	24	2	0	33	70
Grand Total	6	5	11	0	22	13	243	12	0	268	4	3	34	0	41	25	208	8	0	241	572
Apprch %	27.3	22.7	50	0		4.9	90.7	4.5	0		9.8	7.3	82.9	0		10.4	86.3	3.3	0		
Total %	1	0.9	1.9	0	3.8	2.3	42.5	2.1	0	46.9	0.7	0.5	5.9	0	7.2	4.4	36.4	1.4	0	42.1	

	Chester Rd Southbound				SR 200 Westbound				Amelia Concourse Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 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	0	**3**	3	1	33	**4**	38	0	0	3	3	3	20	**3**	26	70
12:00 PM	**3**	0	1	**4**	**3**	23	1	27	0	0	4	4	3	30	1	**34**	69
12:15 PM	0	0	3	3	2	24	0	26	**1**	0	5	6	2	**32**	0	34	69
12:30 PM	0	**2**	2	4	1	**50**	0	**51**	0	**1**	**6**	**7**	**5**	26	0	31	**93**
Total Volume	3	2	9	14	7	130	5	142	1	1	18	20	13	108	4	125	301
% App. Total	21.4	14.3	64.3		4.9	91.5	3.5		5	5	90		10.4	86.4	3.2		
PHF	.250	.250	.750	.875	.583	.650	.313	.696	.250	.250	.750	.714	.650	.844	.333	.919	.809

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	Chester Rd Southbound					SR 200 Westbound					Amelia Concourse Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	22	31	35	0	88	21	293	36	0	350	30	32	72	0	134	63	284	44	0	391	963
11:45 AM	25	33	41	0	99	12	281	32	0	325	28	42	83	0	153	58	308	49	0	415	992
Total	47	64	76	0	187	33	574	68	0	675	58	74	155	0	287	121	592	93	0	806	1955
12:00 PM	31	44	45	0	120	13	283	46	0	342	34	39	73	0	146	55	241	57	0	353	961
12:15 PM	26	49	45	0	120	17	293	27	0	337	37	41	71	0	149	70	279	36	0	385	991
12:30 PM	26	61	48	0	135	17	351	42	0	410	29	46	99	0	174	61	260	36	0	357	1076
12:45 PM	26	37	33	0	96	20	316	39	0	375	42	32	73	0	147	63	229	41	0	333	951
Total	109	191	171	0	471	67	1243	154	0	1464	142	158	316	0	616	249	1009	170	0	1428	3979
01:00 PM	26	52	40	0	118	11	305	46	0	362	27	36	91	0	154	67	212	40	0	319	953
01:15 PM	18	45	43	1	107	15	305	51	0	371	43	42	82	0	167	61	252	48	0	361	1006
Grand Total	200	352	330	1	883	126	2427	319	0	2872	270	310	644	0	1224	498	2065	351	0	2914	7893
Apprch %	22.7	39.9	37.4	0.1		4.4	84.5	11.1	0		22.1	25.3	52.6	0		17.1	70.9	12	0		
Total %	2.5	4.5	4.2	0	11.2	1.6	30.7	4	0	36.4	3.4	3.9	8.2	0	15.5	6.3	26.2	4.4	0	36.9	

	Chester Rd Southbound				SR 200 Westbound				Amelia Concourse Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	25	33	41	99	12	281	32	325	28	42	83	153	58	**308**	49	**415**	992
12:00 PM	**31**	44	45	120	13	283	**46**	342	34	39	73	146	55	241	**57**	353	961
12:15 PM	26	49	45	120	**17**	293	27	337	**37**	41	71	149	**70**	279	36	385	991
12:30 PM	26	**61**	**48**	**135**	17	**351**	42	**410**	29	**46**	**99**	**174**	61	260	36	357	**1076**
Total Volume	108	187	179	474	59	1208	147	1414	128	168	326	622	244	1088	178	1510	4020
% App. Total	22.8	39.5	37.8		4.2	85.4	10.4		20.6	27	52.4		16.2	72.1	11.8		
PHF	.871	.766	.932	.878	.868	.860	.799	.862	.865	.913	.823	.894	.871	.883	.781	.910	.934

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Groups Printed- Cars

	Chester Rd Southbound					SR 200 Westbound					Amelia Concourse Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	31	39	39	0	109	5	340	40	0	385	41	39	71	0	151	77	284	57	0	418	1063
03:45 PM	27	43	28	0	98	14	336	30	0	380	26	39	70	0	135	64	278	49	0	391	1004
Total	58	82	67	0	207	19	676	70	0	765	67	78	141	0	286	141	562	106	0	809	2067
04:00 PM	28	46	26	0	100	13	324	44	0	381	21	31	84	0	136	91	292	73	0	456	1073
04:15 PM	30	45	28	0	103	15	380	45	0	440	26	35	67	0	128	100	237	56	0	393	1064
04:30 PM	34	32	35	0	101	12	328	26	0	366	25	27	91	0	143	88	266	59	0	413	1023
04:45 PM	36	45	36	0	117	23	347	46	0	416	25	42	73	0	140	99	271	72	0	442	1115
Total	128	168	125	0	421	63	1379	161	0	1603	97	135	315	0	547	378	1066	260	0	1704	4275
05:00 PM	41	59	46	1	147	15	387	59	0	461	30	62	101	0	193	119	258	59	0	436	1237
05:15 PM	38	45	26	0	109	12	335	35	0	382	26	47	104	0	177	104	272	84	0	460	1128
05:30 PM	26	32	32	0	90	16	368	40	0	424	23	46	84	0	153	85	233	56	0	374	1041
05:45 PM	10	39	25	0	74	10	278	31	0	319	17	17	64	0	98	77	211	62	0	350	841
Total	115	175	129	1	420	53	1368	165	0	1586	96	172	353	0	621	385	974	261	0	1620	4247
06:00 PM	29	19	26	0	74	10	241	31	0	282	19	31	74	0	124	102	201	59	0	362	842
06:15 PM	18	30	32	0	80	8	255	33	0	296	17	26	53	0	96	63	194	42	0	299	771
Grand Total	348	474	379	1	1202	153	3919	460	0	4532	296	442	936	0	1674	1069	2997	728	0	4794	12202
Apprch %	29	39.4	31.5	0.1		3.4	86.5	10.2	0		17.7	26.4	55.9	0		22.3	62.5	15.2	0		
Total %	2.9	3.9	3.1	0	9.9	1.3	32.1	3.8	0	37.1	2.4	3.6	7.7	0	13.7	8.8	24.6	6	0	39.3	

	Chester Rd Southbound				SR 200 Westbound				Amelia Concourse Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	36	45	36	117	**23**	347	46	416	25	42	73	140	99	271	72	442	1115
05:00 PM	**41**	**59**	**46**	**146**	15	**387**	**59**	**461**	**30**	**62**	101	**193**	**119**	258	59	436	**1236**
05:15 PM	38	45	26	109	12	335	35	382	26	47	**104**	177	104	**272**	**84**	**460**	1128
05:30 PM	26	32	32	90	16	368	40	424	23	46	84	153	85	233	56	374	1041
Total Volume	141	181	140	462	66	1437	180	1683	104	197	362	663	407	1034	271	1712	4520
% App. Total	30.5	39.2	30.3		3.9	85.4	10.7		15.7	29.7	54.6		23.8	60.4	15.8		
PHF	.860	.767	.761	.791	.717	.928	.763	.913	.867	.794	.870	.859	.855	.950	.807	.930	.914

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	Chester Rd Southbound					SR 200 Westbound					Amelia Concourse Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	0	1	0	0	1	1	25	0	0	26	0	0	3	0	3	2	5	0	0	7	37
03:45 PM	1	0	0	0	1	0	22	0	0	22	0	0	4	0	4	2	12	2	0	16	43
Total	1	1	0	0	2	1	47	0	0	48	0	0	7	0	7	4	17	2	0	23	80
04:00 PM	1	0	0	0	1	2	26	0	0	28	0	0	3	0	3	3	9	0	0	12	44
04:15 PM	2	0	0	0	2	1	12	1	0	14	0	1	5	0	6	0	9	1	0	10	32
04:30 PM	4	0	0	0	4	0	17	0	0	17	0	0	0	0	0	0	10	1	0	11	32
04:45 PM	2	0	0	0	2	0	10	0	0	10	0	0	2	0	2	0	12	0	0	12	26
Total	9	0	0	0	9	3	65	1	0	69	0	1	10	0	11	3	40	2	0	45	134
05:00 PM	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	0	6	0	0	6	19
05:15 PM	0	0	3	0	3	0	9	0	0	9	0	0	2	0	2	1	10	0	0	11	25
05:30 PM	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	2	5	0	0	7	21
05:45 PM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	1	3	0	0	4	10
Total	0	0	4	0	4	0	39	0	0	39	0	0	4	0	4	4	24	0	0	28	75
06:00 PM	1	0	0	0	1	0	12	0	0	12	0	0	1	0	1	1	8	1	0	10	24
06:15 PM	0	1	0	0	1	1	9	0	0	10	1	0	1	0	2	1	7	0	0	8	21
Grand Total	11	2	4	0	17	5	172	1	0	178	1	1	23	0	25	13	96	5	0	114	334
Apprch %	64.7	11.8	23.5	0		2.8	96.6	0.6	0		4	4	92	0		11.4	84.2	4.4	0		
Total %	3.3	0.6	1.2	0	5.1	1.5	51.5	0.3	0	53.3	0.3	0.3	6.9	0	7.5	3.9	28.7	1.5	0	34.1	

	Chester Rd Southbound				SR 200 Westbound				Amelia Concourse Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	**1**	0	1	1	25	0	26	0	0	3	3	2	5	0	7	37
03:45 PM	1	0	0	1	0	22	0	22	0	0	4	4	2	**12**	**2**	**16**	43
04:00 PM	1	0	0	1	**2**	**26**	0	**28**	0	0	3	3	**3**	9	0	12	**44**
04:15 PM	**2**	0	0	**2**	1	12	**1**	14	0	**1**	**5**	**6**	0	9	1	10	32
Total Volume	4	1	0	5	4	85	1	90	0	1	15	16	7	35	3	45	156
% App. Total	80	20	0		4.4	94.4	1.1		0	6.2	93.8		15.6	77.8	6.7		
PHF	.500	.250	.000	.625	.500	.817	.250	.804	.000	.250	.750	.667	.583	.729	.375	.703	.886

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	31	40	39	0	110	6	365	40	0	411	41	39	74	0	154	79	289	57	0	425	1100
03:45 PM	28	43	28	0	99	14	358	30	0	402	26	39	74	0	139	66	290	51	0	407	1047
Total	59	83	67	0	209	20	723	70	0	813	67	78	148	0	293	145	579	108	0	832	2147
04:00 PM	29	46	26	0	101	15	350	44	0	409	21	31	87	0	139	94	301	73	0	468	1117
04:15 PM	32	45	28	0	105	16	392	46	0	454	26	36	72	0	134	100	246	57	0	403	1096
04:30 PM	38	32	35	0	105	12	345	26	0	383	25	27	91	0	143	88	276	60	0	424	1055
04:45 PM	38	45	36	0	119	23	357	46	0	426	25	42	75	0	142	99	283	72	0	454	1141
Total	137	168	125	0	430	66	1444	162	0	1672	97	136	325	0	558	381	1106	262	0	1749	4409
05:00 PM	41	59	46	1	147	15	399	59	0	473	30	62	102	0	194	119	264	59	0	442	1256
05:15 PM	38	45	29	0	112	12	344	35	0	391	26	47	106	0	179	105	282	84	0	471	1153
05:30 PM	26	32	32	0	90	16	381	40	0	437	23	46	85	0	154	87	238	56	0	381	1062
05:45 PM	10	39	26	0	75	10	283	31	0	324	17	17	64	0	98	78	214	62	0	354	851
Total	115	175	133	1	424	53	1407	165	0	1625	96	172	357	0	625	389	998	261	0	1648	4322
06:00 PM	30	19	26	0	75	10	253	31	0	294	19	31	75	0	125	103	209	60	0	372	866
06:15 PM	18	31	32	0	81	9	264	33	0	306	18	26	54	0	98	64	201	42	0	307	792
Grand Total	359	476	383	1	1219	158	4091	461	0	4710	297	443	959	0	1699	1082	3093	733	0	4908	12536
Apprch %	29.5	39	31.4	0.1		3.4	86.9	9.8	0		17.5	26.1	56.4	0		22	63	14.9	0		
Total %	2.9	3.8	3.1	0	9.7	1.3	32.6	3.7	0	37.6	2.4	3.5	7.6	0	13.6	8.6	24.7	5.8	0	39.2	

	Chester Rd Southbound				SR 200 Westbound				Amelia Concourse Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	38	45	36	119	**23**	357	46	426	25	42	75	142	99	**283**	72	454	1141
05:00 PM	**41**	**59**	**46**	**146**	15	**399**	**59**	**473**	**30**	**62**	102	**194**	**119**	264	59	442	**1255**
05:15 PM	38	45	29	112	12	344	35	391	26	47	**106**	179	105	282	**84**	**471**	1153
05:30 PM	26	32	32	90	16	381	40	437	23	46	85	154	87	238	56	381	1062
Total Volume	143	181	143	467	66	1481	180	1727	104	197	368	669	410	1067	271	1748	4611
% App. Total	30.6	38.8	30.6		3.8	85.8	10.4		15.5	29.4	55		23.5	61	15.5		
PHF	.872	.767	.777	.800	.717	.928	.763	.913	.867	.794	.868	.862	.861	.943	.807	.928	.919

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Groups Printed- Cars

	Chester Rd Southbound				Chester Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
06:30 AM	23	67	0	90	11	11	0	22	33	4	0	37	149
06:45 AM	18	68	0	86	21	12	0	33	38	6	0	44	163
Total	41	135	0	176	32	23	0	55	71	10	0	81	312
07:00 AM	20	85	0	105	26	13	0	39	40	7	0	47	191
07:15 AM	23	94	0	117	21	21	0	42	48	6	0	54	213
07:30 AM	21	99	0	120	28	9	0	37	60	10	0	70	227
07:45 AM	19	81	0	100	36	11	0	47	66	4	0	70	217
Total	83	359	0	442	111	54	0	165	214	27	0	241	848
08:00 AM	12	71	0	83	24	8	0	32	62	19	0	81	196
08:15 AM	12	92	0	104	37	11	0	48	39	13	0	52	204
08:30 AM	11	75	0	86	27	17	0	44	68	11	0	79	209
08:45 AM	18	82	0	100	53	14	0	67	46	8	0	54	221
Total	53	320	0	373	141	50	0	191	215	51	0	266	830
09:00 AM	8	69	0	77	52	15	0	67	30	5	0	35	179
09:15 AM	11	68	0	79	46	20	0	66	34	13	0	47	192
Grand Total	196	951	0	1147	382	162	0	544	564	106	0	670	2361
Apprch %	17.1	82.9	0		70.2	29.8	0		84.2	15.8	0		
Total %	8.3	40.3	0	48.6	16.2	6.9	0	23	23.9	4.5	0	28.4	

	Chester Rd Southbound			Chester Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**23**	94	117	21	**21**	42	48	6	54	213
07:30 AM	21	**99**	**120**	28	9	37	60	10	70	**227**
07:45 AM	19	81	100	**36**	11	**47**	**66**	4	70	217
08:00 AM	12	71	83	24	8	32	62	**19**	**81**	196
Total Volume	75	345	420	109	49	158	236	39	275	853
% App. Total	17.9	82.1		69	31		85.8	14.2		
PHF	.815	.871	.875	.757	.583	.840	.894	.513	.849	.939

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Groups Printed- Trucks

	Chester Rd Southbound				Chester Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
06:30 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
06:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	1	0	1	2	0	0	2	3	0	0	3	6
07:00 AM	1	0	0	1	2	0	0	2	6	0	0	6	9
07:15 AM	0	0	0	0	5	1	0	6	3	0	0	3	9
07:30 AM	0	2	0	2	1	0	0	1	0	1	0	1	4
07:45 AM	0	1	0	1	1	0	0	1	1	0	0	1	3
Total	1	3	0	4	9	1	0	10	10	1	0	11	25
08:00 AM	0	2	0	2	1	0	0	1	1	1	0	2	5
08:15 AM	1	1	0	2	3	0	0	3	0	0	0	0	5
08:30 AM	1	3	0	4	2	1	0	3	0	1	0	1	8
08:45 AM	0	1	0	1	1	1	0	2	1	0	0	1	4
Total	2	7	0	9	7	2	0	9	2	2	0	4	22
09:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
09:15 AM	0	0	0	0	2	0	0	2	1	2	0	3	5
Grand Total	3	11	0	14	20	4	0	24	17	5	0	22	60
Apprch %	21.4	78.6	0		83.3	16.7	0		77.3	22.7	0		
Total %	5	18.3	0	23.3	33.3	6.7	0	40	28.3	8.3	0	36.7	

	Chester Rd Southbound			Chester Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:45 AM										
06:45 AM	0	0	0	0	0	0	3	0	3	3
07:00 AM	**1**	0	1	2	0	2	**6**	0	**6**	**9**
07:15 AM	0	0	0	**5**	**1**	**6**	3	0	3	9
07:30 AM	0	**2**	**2**	1	0	1	0	**1**	1	4
Total Volume	1	2	3	8	1	9	12	1	13	25
% App. Total	33.3	66.7		88.9	11.1		92.3	7.7		
PHF	.250	.250	.375	.400	.250	.375	.500	.250	.542	.694

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	Chester Rd Southbound				Chester Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
06:30 AM	23	68	0	91	13	11	0	24	33	4	0	37	152
06:45 AM	18	68	0	86	21	12	0	33	41	6	0	47	166
Total	41	136	0	177	34	23	0	57	74	10	0	84	318
07:00 AM	21	85	0	106	28	13	0	41	46	7	0	53	200
07:15 AM	23	94	0	117	26	22	0	48	51	6	0	57	222
07:30 AM	21	101	0	122	29	9	0	38	60	11	0	71	231
07:45 AM	19	82	0	101	37	11	0	48	67	4	0	71	220
Total	84	362	0	446	120	55	0	175	224	28	0	252	873
08:00 AM	12	73	0	85	25	8	0	33	63	20	0	83	201
08:15 AM	13	93	0	106	40	11	0	51	39	13	0	52	209
08:30 AM	12	78	0	90	29	18	0	47	68	12	0	80	217
08:45 AM	18	83	0	101	54	15	0	69	47	8	0	55	225
Total	55	327	0	382	148	52	0	200	217	53	0	270	852
09:00 AM	8	69	0	77	52	16	0	68	31	5	0	36	181
09:15 AM	11	68	0	79	48	20	0	68	35	15	0	50	197
Grand Total	199	962	0	1161	402	166	0	568	581	111	0	692	2421
Apprch %	17.1	82.9	0		70.8	29.2	0		84	16	0		
Total %	8.2	39.7	0	48	16.6	6.9	0	23.5	24	4.6	0	28.6	

	Chester Rd Southbound			Chester Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**23**	94	117	26	**22**	**48**	51	6	57	222
07:30 AM	21	**101**	**122**	29	9	38	60	11	71	**231**
07:45 AM	19	82	101	**37**	11	48	**67**	4	71	220
08:00 AM	12	73	85	25	8	33	63	**20**	**83**	201
Total Volume	75	350	425	117	50	167	241	41	282	874
% App. Total	17.6	82.4		70.1	29.9		85.5	14.5		
PHF	.815	.866	.871	.791	.568	.870	.899	.513	.849	.946

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	Chester Rd Southbound				Chester Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
11:30 AM	10	61	0	71	58	26	0	84	36	7	0	43	198
11:45 AM	10	74	0	84	63	16	0	79	30	9	0	39	202
Total	20	135	0	155	121	42	0	163	66	16	0	82	400
12:00 PM	9	71	0	80	70	26	0	96	41	10	0	51	227
12:15 PM	13	46	0	59	66	24	0	90	41	9	0	50	199
12:30 PM	12	52	0	64	71	31	0	102	40	4	0	44	210
12:45 PM	12	65	0	77	68	40	0	108	33	6	0	39	224
Total	46	234	0	280	275	121	0	396	155	29	0	184	860
01:00 PM	9	66	0	75	54	37	0	91	41	7	0	48	214
01:15 PM	6	72	0	78	63	25	0	88	31	12	0	43	209
Grand Total	81	507	0	588	513	225	0	738	293	64	0	357	1683
Apprch %	13.8	86.2	0		69.5	30.5	0		82.1	17.9	0		
Total %	4.8	30.1	0	34.9	30.5	13.4	0	43.9	17.4	3.8	0	21.2	

	Chester Rd Southbound			Chester Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. 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	9	**71**	**80**	70	26	96	**41**	**10**	**51**	**227**
12:15 PM	**13**	46	59	66	24	90	41	9	50	199
12:30 PM	12	52	64	**71**	31	102	40	4	44	210
12:45 PM	12	65	77	68	**40**	**108**	33	6	39	224
Total Volume	46	234	280	275	121	396	155	29	184	860
% App. Total	16.4	83.6		69.4	30.6		84.2	15.8		
PHF	.885	.824	.875	.968	.756	.917	.945	.725	.902	.947

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Groups Printed- Trucks

	Chester Rd Southbound				Chester Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
11:30 AM	0	1	0	1	1	3	0	4	0	0	0	0	5
11:45 AM	1	3	0	4	3	2	0	5	1	0	0	1	10
Total	1	4	0	5	4	5	0	9	1	0	0	1	15
12:00 PM	0	0	0	0	0	3	0	3	1	0	0	1	4
12:15 PM	0	1	0	1	2	2	0	4	3	0	0	3	8
12:30 PM	2	3	0	5	1	1	0	2	3	0	0	3	10
12:45 PM	0	0	0	0	2	1	0	3	0	0	0	0	3
Total	2	4	0	6	5	7	0	12	7	0	0	7	25
01:00 PM	0	2	0	2	2	0	0	2	3	0	0	3	7
01:15 PM	1	0	0	1	1	1	0	2	0	1	0	1	4
Grand Total	4	10	0	14	12	13	0	25	11	1	0	12	51
Apprch %	28.6	71.4	0		48	52	0		91.7	8.3	0		
Total %	7.8	19.6	0	27.5	23.5	25.5	0	49	21.6	2	0	23.5	

	Chester Rd Southbound			Chester Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. 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	1	**3**	4	**3**	2	**5**	1	0	1	**10**
12:00 PM	0	0	0	0	**3**	3	1	0	1	4
12:15 PM	0	1	1	2	2	4	**3**	0	**3**	8
12:30 PM	**2**	3	**5**	1	1	2	3	0	3	10
Total Volume	3	7	10	6	8	14	8	0	8	32
% App. Total	30	70		42.9	57.1		100	0		
PHF	.375	.583	.500	.500	.667	.700	.667	.000	.667	.800

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Groups Printed- Combined

	Chester Rd Southbound				Chester Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
11:30 AM	10	62	0	72	59	29	0	88	36	7	0	43	203
11:45 AM	11	77	0	88	66	18	0	84	31	9	0	40	212
Total	21	139	0	160	125	47	0	172	67	16	0	83	415
12:00 PM	9	71	0	80	70	29	0	99	42	10	0	52	231
12:15 PM	13	47	0	60	68	26	0	94	44	9	0	53	207
12:30 PM	14	55	0	69	72	32	0	104	43	4	0	47	220
12:45 PM	12	65	0	77	70	41	0	111	33	6	0	39	227
Total	48	238	0	286	280	128	0	408	162	29	0	191	885
01:00 PM	9	68	0	77	56	37	0	93	44	7	0	51	221
01:15 PM	7	72	0	79	64	26	0	90	31	13	0	44	213
Grand Total	85	517	0	602	525	238	0	763	304	65	0	369	1734
Apprch %	14.1	85.9	0		68.8	31.2	0		82.4	17.6	0		
Total %	4.9	29.8	0	34.7	30.3	13.7	0	44	17.5	3.7	0	21.3	

	Chester Rd Southbound			Chester Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. 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	9	**71**	**80**	70	29	99	42	**10**	52	**231**
12:15 PM	13	47	60	68	26	94	**44**	9	**53**	207
12:30 PM	**14**	55	69	**72**	32	104	43	4	47	220
12:45 PM	12	65	77	70	**41**	**111**	33	6	39	227
Total Volume	48	238	286	280	128	408	162	29	191	885
% App. Total	16.8	83.2		68.6	31.4		84.8	15.2		
PHF	.857	.838	.894	.972	.780	.919	.920	.725	.901	.958

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Groups Printed- Cars

	Chester Rd Southbound				Chester Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
03:30 PM	7	59	0	66	73	52	0	125	50	23	0	73	264
03:45 PM	9	66	0	75	81	31	0	112	44	20	0	64	251
Total	16	125	0	141	154	83	0	237	94	43	0	137	515
04:00 PM	20	56	0	76	91	63	0	154	51	17	0	68	298
04:15 PM	12	85	0	97	95	47	0	142	34	16	0	50	289
04:30 PM	11	62	0	73	100	57	0	157	42	17	0	59	289
04:45 PM	14	82	0	96	118	41	0	159	56	20	0	76	331
Total	57	285	0	342	404	208	0	612	183	70	0	253	1207
05:00 PM	16	74	0	90	148	67	0	215	76	30	0	106	411
05:15 PM	12	70	0	82	125	49	0	174	41	22	0	63	319
05:30 PM	15	54	0	69	114	55	0	169	46	32	0	78	316
05:45 PM	10	42	0	52	105	49	0	154	31	16	0	47	253
Total	53	240	0	293	492	220	0	712	194	100	0	294	1299
06:00 PM	13	47	0	60	96	37	0	133	27	31	0	58	251
06:15 PM	12	56	0	68	94	24	0	118	28	6	0	34	220
Grand Total	151	753	0	904	1240	572	0	1812	526	250	0	776	3492
Apprch %	16.7	83.3	0		68.4	31.6	0		67.8	32.2	0		
Total %	4.3	21.6	0	25.9	35.5	16.4	0	51.9	15.1	7.2	0	22.2	

	Chester Rd Southbound			Chester Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	14	**82**	**96**	118	41	159	56	20	76	331
05:00 PM	**16**	74	90	**148**	**67**	**215**	**76**	30	**106**	**411**
05:15 PM	12	70	82	125	49	174	41	22	63	319
05:30 PM	15	54	69	114	55	169	46	**32**	78	316
Total Volume	57	280	337	505	212	717	219	104	323	1377
% App. Total	16.9	83.1		70.4	29.6		67.8	32.2		
PHF	.891	.854	.878	.853	.791	.834	.720	.813	.762	.838

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Groups Printed- Trucks

	Chester Rd Southbound				Chester Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
03:30 PM	1	0	0	1	1	2	0	3	0	1	0	1	5
03:45 PM	0	1	0	1	2	2	0	4	0	0	0	0	5
Total	1	1	0	2	3	4	0	7	0	1	0	1	10
04:00 PM	0	2	0	2	2	3	0	5	3	0	0	3	10
04:15 PM	0	0	0	0	3	1	0	4	0	1	0	1	5
04:30 PM	0	4	0	4	1	0	0	1	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	6	0	6	6	4	0	10	3	2	0	5	21
05:00 PM	0	0	0	0	2	1	0	3	0	0	0	0	3
05:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	4	1	0	5	0	0	0	0	8
06:00 PM	0	2	0	2	1	0	0	1	0	0	0	0	3
06:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	1	13	0	14	14	9	0	23	3	3	0	6	43
Apprch %	7.1	92.9	0		60.9	39.1	0		50	50	0		
Total %	2.3	30.2	0	32.6	32.6	20.9	0	53.5	7	7	0	14	

	Chester Rd Southbound			Chester Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:30 PM										
03:30 PM	**1**	0	1	1	2	3	0	**1**	1	5
03:45 PM	0	1	1	2	2	4	0	0	0	5
04:00 PM	0	**2**	**2**	2	**3**	**5**	**3**	0	**3**	**10**
04:15 PM	0	0	0	**3**	1	4	0	1	1	5
Total Volume	1	3	4	8	8	16	3	2	5	25
% App. Total	25	75		50	50		60	40		
PHF	.250	.375	.500	.667	.667	.800	.250	.500	.417	.625

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Groups Printed- Combined

	Chester Rd Southbound				Chester Rd Northbound				Pages Dairy Rd Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
03:30 PM	8	59	0	67	74	54	0	128	50	24	0	74	269
03:45 PM	9	67	0	76	83	33	0	116	44	20	0	64	256
Total	17	126	0	143	157	87	0	244	94	44	0	138	525
04:00 PM	20	58	0	78	93	66	0	159	54	17	0	71	308
04:15 PM	12	85	0	97	98	48	0	146	34	17	0	51	294
04:30 PM	11	66	0	77	101	57	0	158	42	17	0	59	294
04:45 PM	14	82	0	96	118	41	0	159	56	21	0	77	332
Total	57	291	0	348	410	212	0	622	186	72	0	258	1228
05:00 PM	16	74	0	90	150	68	0	218	76	30	0	106	414
05:15 PM	12	73	0	85	125	49	0	174	41	22	0	63	322
05:30 PM	15	54	0	69	116	55	0	171	46	32	0	78	318
05:45 PM	10	42	0	52	105	49	0	154	31	16	0	47	253
Total	53	243	0	296	496	221	0	717	194	100	0	294	1307
06:00 PM	13	49	0	62	97	37	0	134	27	31	0	58	254
06:15 PM	12	57	0	69	94	24	0	118	28	6	0	34	221
Grand Total	152	766	0	918	1254	581	0	1835	529	253	0	782	3535
Apprch %	16.6	83.4	0		68.3	31.7	0		67.6	32.4	0		
Total %	4.3	21.7	0	26	35.5	16.4	0	51.9	15	7.2	0	22.1	

	Chester Rd Southbound			Chester Rd Northbound			Pages Dairy Rd Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	14	**82**	**96**	118	41	159	56	21	77	332
05:00 PM	**16**	74	90	**150**	**68**	**218**	**76**	30	**106**	**414**
05:15 PM	12	73	85	125	49	174	41	22	63	322
05:30 PM	15	54	69	116	55	171	46	**32**	78	318
Total Volume	57	283	340	509	213	722	219	105	324	1386
% App. Total	16.8	83.2		70.5	29.5		67.6	32.4		
PHF	.891	.863	.885	.848	.783	.828	.720	.820	.764	.837

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	7	0	20	0	27	3	142	0	0	145	1	0	0	0	1	1	245	0	0	246	419
06:45 AM	10	0	29	0	39	7	212	0	0	219	2	0	2	0	4	1	239	6	0	246	508
Total	17	0	49	0	66	10	354	0	0	364	3	0	2	0	5	2	484	6	0	492	927
07:00 AM	3	1	22	0	26	5	183	2	0	190	1	0	2	0	3	0	252	3	0	255	474
07:15 AM	3	0	50	0	53	7	196	0	0	203	0	0	2	0	2	3	339	13	0	355	613
07:30 AM	12	1	31	0	44	7	174	1	0	182	1	0	0	0	1	0	406	8	0	414	641
07:45 AM	14	0	52	0	66	11	228	7	0	246	0	0	1	0	1	2	349	10	0	361	674
Total	32	2	155	0	189	30	781	10	0	821	2	0	5	0	7	5	1346	34	0	1385	2402
08:00 AM	12	0	42	0	54	19	198	1	0	218	5	1	2	0	8	6	342	14	0	362	642
08:15 AM	7	1	54	0	62	7	200	4	0	211	1	1	1	0	3	11	349	12	0	372	648
08:30 AM	11	2	42	0	55	13	225	3	0	241	1	0	2	0	3	2	392	15	0	409	708
08:45 AM	18	0	37	0	55	14	245	4	0	263	2	0	1	0	3	2	295	10	0	307	628
Total	48	3	175	0	226	53	868	12	0	933	9	2	6	0	17	21	1378	51	0	1450	2626
09:00 AM	14	0	29	0	43	16	229	3	0	248	1	0	2	0	3	0	314	16	0	330	624
09:15 AM	13	0	33	0	46	13	286	0	0	299	0	0	2	0	2	3	307	12	0	322	669
Grand Total	124	5	441	0	570	122	2518	25	0	2665	15	2	17	0	34	31	3829	119	0	3979	7248
Apprch %	21.8	0.9	77.4	0		4.6	94.5	0.9	0		44.1	5.9	50	0		0.8	96.2	3	0		
Total %	1.7	0.1	6.1	0	7.9	1.7	34.7	0.3	0	36.8	0.2	0	0.2	0	0.5	0.4	52.8	1.6	0	54.9	

	Blackrock Rd Southbound				SR 200 Westbound				Mt Zion Loop Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**14**	0	52	**66**	11	**228**	**7**	**246**	0	0	1	1	2	349	10	361	674
08:00 AM	12	0	42	54	**19**	198	1	218	**5**	**1**	**2**	**8**	6	342	14	362	642
08:15 AM	7	1	**54**	62	7	200	4	211	1	1	1	3	**11**	349	12	372	648
08:30 AM	11	**2**	42	55	13	225	3	241	1	0	2	3	2	**392**	**15**	**409**	**708**
Total Volume	44	3	190	237	50	851	15	916	7	2	6	15	21	1432	51	1504	2672
% App. Total	18.6	1.3	80.2		5.5	92.9	1.6		46.7	13.3	40		1.4	95.2	3.4		
PHF	.786	.375	.880	.898	.658	.933	.536	.931	.350	.500	.750	.469	.477	.913	.850	.919	.944

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	28	0	0	28	46
06:45 AM	0	0	0	0	0	0	15	0	0	15	0	1	0	0	1	0	26	1	0	27	43
Total	0	0	0	0	0	0	33	0	0	33	0	1	0	0	1	0	54	1	0	55	89
07:00 AM	0	0	2	0	2	0	22	0	0	22	1	0	0	0	1	0	27	0	0	27	52
07:15 AM	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	0	24	0	0	24	36
07:30 AM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	35	0	0	35	60
07:45 AM	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	38	0	0	38	62
Total	0	0	3	0	3	0	82	0	0	82	1	0	0	0	1	0	124	0	0	124	210
08:00 AM	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	0	31	0	0	31	54
08:15 AM	1	0	1	0	2	0	22	1	0	23	0	0	1	0	1	0	41	1	0	42	68
08:30 AM	1	0	1	0	2	0	29	0	0	29	0	0	0	0	0	0	38	0	0	38	69
08:45 AM	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	36	0	0	36	73
Total	2	0	3	0	5	0	110	1	0	111	0	0	1	0	1	0	146	1	0	147	264
09:00 AM	1	0	1	0	2	1	28	0	0	29	0	0	0	0	0	0	33	1	0	34	65
09:15 AM	2	0	0	0	2	1	32	0	0	33	0	0	1	0	1	0	33	0	0	33	69
Grand Total	5	0	7	0	12	2	285	1	0	288	1	1	2	0	4	0	390	3	0	393	697
Apprch %	41.7	0	58.3	0		0.7	99	0.3	0		25	25	50	0		0	99.2	0.8	0		
Total %	0.7	0	1	0	1.7	0.3	40.9	0.1	0	41.3	0.1	0.1	0.3	0	0.6	0	56	0.4	0	56.4	

	Blackrock Rd Southbound				SR 200 Westbound				Mt Zion Loop Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	1	0	**1**	**2**	0	29	0	29	0	0	0	0	0	**38**	0	**38**	69
08:45 AM	0	0	0	0	0	**37**	0	**37**	0	0	0	0	0	36	0	36	**73**
09:00 AM	1	0	1	2	**1**	28	0	29	0	0	0	0	0	33	**1**	34	65
09:15 AM	**2**	0	0	2	1	32	0	33	0	0	**1**	**1**	0	33	0	33	69
Total Volume	4	0	2	6	2	126	0	128	0	0	1	1	0	140	1	141	276
% App. Total	66.7	0	33.3		1.6	98.4	0		0	0	100		0	99.3	0.7		
PHF	.500	.000	.500	.750	.500	.851	.000	.865	.000	.000	.250	.250	.000	.921	.250	.928	.945

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	7	0	20	0	27	3	160	0	0	163	1	0	0	0	1	1	273	0	0	274	465
06:45 AM	10	0	29	0	39	7	227	0	0	234	2	1	2	0	5	1	265	7	0	273	551
Total	17	0	49	0	66	10	387	0	0	397	3	1	2	0	6	2	538	7	0	547	1016
07:00 AM	3	1	24	0	28	5	205	2	0	212	2	0	2	0	4	0	279	3	0	282	526
07:15 AM	3	0	51	0	54	7	207	0	0	214	0	0	2	0	2	3	363	13	0	379	649
07:30 AM	12	1	31	0	44	7	199	1	0	207	1	0	0	0	1	0	441	8	0	449	701
07:45 AM	14	0	52	0	66	11	252	7	0	270	0	0	1	0	1	2	387	10	0	399	736
Total	32	2	158	0	192	30	863	10	0	903	3	0	5	0	8	5	1470	34	0	1509	2612
08:00 AM	12	0	43	0	55	19	220	1	0	240	5	1	2	0	8	6	373	14	0	393	696
08:15 AM	8	1	55	0	64	7	222	5	0	234	1	1	2	0	4	11	390	13	0	414	716
08:30 AM	12	2	43	0	57	13	254	3	0	270	1	0	2	0	3	2	430	15	0	447	777
08:45 AM	18	0	37	0	55	14	282	4	0	300	2	0	1	0	3	2	331	10	0	343	701
Total	50	3	178	0	231	53	978	13	0	1044	9	2	7	0	18	21	1524	52	0	1597	2890
09:00 AM	15	0	30	0	45	17	257	3	0	277	1	0	2	0	3	0	347	17	0	364	689
09:15 AM	15	0	33	0	48	14	318	0	0	332	0	0	3	0	3	3	340	12	0	355	738
Grand Total	129	5	448	0	582	124	2803	26	0	2953	16	3	19	0	38	31	4219	122	0	4372	7945
Apprch %	22.2	0.9	77	0		4.2	94.9	0.9	0		42.1	7.9	50	0		0.7	96.5	2.8	0		
Total %	1.6	0.1	5.6	0	7.3	1.6	35.3	0.3	0	37.2	0.2	0	0.2	0	0.5	0.4	53.1	1.5	0	55	

	Blackrock Rd Southbound				SR 200 Westbound				Mt Zion Loop Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**14**	0	52	**66**	11	252	**7**	**270**	0	0	1	1	2	387	10	399	736
08:00 AM	12	0	43	55	**19**	220	1	240	**5**	**1**	**2**	**8**	6	373	14	393	696
08:15 AM	8	1	**55**	64	7	222	5	234	1	1	2	4	**11**	390	13	414	716
08:30 AM	12	**2**	43	57	13	**254**	3	270	1	0	2	3	2	**430**	**15**	**447**	**777**
Total Volume	46	3	193	242	50	948	16	1014	7	2	7	16	21	1580	52	1653	2925
% App. Total	19	1.2	79.8		4.9	93.5	1.6		43.8	12.5	43.8		1.3	95.6	3.1		
PHF	.821	.375	.877	.917	.658	.933	.571	.939	.350	.500	.875	.500	.477	.919	.867	.924	.941

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	17	0	28	0	45	17	319	1	0	337	1	1	1	0	3	4	333	16	0	353	738
11:45 AM	11	0	39	0	50	25	287	0	0	312	1	1	2	0	4	1	340	19	0	360	726
Total	28	0	67	0	95	42	606	1	0	649	2	2	3	0	7	5	673	35	0	713	1464
12:00 PM	11	0	21	1	33	40	331	2	0	373	2	1	10	0	13	5	306	11	0	322	741
12:15 PM	11	0	21	0	32	17	302	0	0	319	3	0	9	0	12	1	312	15	0	328	691
12:30 PM	12	0	22	0	34	26	354	0	0	380	4	1	3	0	8	6	395	15	0	416	838
12:45 PM	17	0	31	0	48	28	333	1	0	362	0	0	5	0	5	0	285	14	0	299	714
Total	51	0	95	1	147	111	1320	3	0	1434	9	2	27	0	38	12	1298	55	0	1365	2984
01:00 PM	12	0	26	0	38	20	327	3	0	350	0	1	7	0	8	0	316	19	0	335	731
01:15 PM	14	1	19	0	34	23	345	2	0	370	3	0	1	0	4	1	310	16	0	327	735
Grand Total	105	1	207	1	314	196	2598	9	0	2803	14	5	38	0	57	18	2597	125	0	2740	5914
Apprch %	33.4	0.3	65.9	0.3		7	92.7	0.3	0		24.6	8.8	66.7	0		0.7	94.8	4.6	0		
Total %	1.8	0	3.5	0	5.3	3.3	43.9	0.2	0	47.4	0.2	0.1	0.6	0	1	0.3	43.9	2.1	0	46.3	

	Blackrock Rd Southbound				SR 200 Westbound				Mt Zion Loop Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	12	0	22	34	26	**354**	0	**380**	**4**	**1**	3	**8**	**6**	**395**	15	**416**	**838**
12:45 PM	**17**	0	**31**	**48**	**28**	333	1	362	0	0	5	5	0	285	14	299	714
01:00 PM	12	0	26	38	20	327	**3**	350	0	1	**7**	8	0	316	**19**	335	731
01:15 PM	14	**1**	19	34	23	345	2	370	3	0	1	4	1	310	16	327	735
Total Volume	55	1	98	154	97	1359	6	1462	7	2	16	25	7	1306	64	1377	3018
% App. Total	35.7	0.6	63.6		6.6	93	0.4		28	8	64		0.5	94.8	4.6		
PHF	.809	.250	.790	.802	.866	.960	.500	.962	.438	.500	.571	.781	.292	.827	.842	.828	.900

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	0	1	0	1	0	32	0	0	32	1	0	0	0	1	0	29	3	0	32	66
11:45 AM	3	0	0	0	3	0	33	0	0	33	0	0	0	0	0	3	15	0	0	18	54
Total	3	0	1	0	4	0	65	0	0	65	1	0	0	0	1	3	44	3	0	50	120
12:00 PM	1	0	2	0	3	0	35	0	0	35	0	0	1	0	1	0	26	0	0	26	65
12:15 PM	1	0	0	0	1	0	31	0	0	31	0	0	0	0	0	0	39	0	0	39	71
12:30 PM	2	0	0	0	2	0	29	0	0	29	0	0	0	0	0	0	28	2	0	30	61
12:45 PM	0	0	0	0	0	0	23	0	0	23	2	0	0	0	2	1	17	1	0	19	44
Total	4	0	2	0	6	0	118	0	0	118	2	0	1	0	3	1	110	3	0	114	241
01:00 PM	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	27	1	0	28	60
01:15 PM	1	0	0	0	1	0	28	0	0	28	0	0	0	0	0	0	24	0	0	24	53
Grand Total	8	0	3	0	11	0	243	0	0	243	3	0	1	0	4	4	205	7	0	216	474
Apprch %	72.7	0	27.3	0		0	100	0	0		75	0	25	0		1.9	94.9	3.2	0		
Total %	1.7	0	0.6	0	2.3	0	51.3	0	0	51.3	0.6	0	0.2	0	0.8	0.8	43.2	1.5	0	45.6	

	Blackrock Rd Southbound				SR 200 Westbound				Mt Zion Loop Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 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	0	1	1	0	32	0	32	**1**	0	0	**1**	0	29	**3**	32	66
11:45 AM	**3**	0	0	**3**	0	33	0	33	0	0	0	0	**3**	15	0	18	54
12:00 PM	1	0	**2**	3	0	**35**	0	**35**	0	0	**1**	1	0	26	0	26	65
12:15 PM	1	0	0	1	0	31	0	31	0	0	0	0	0	**39**	0	**39**	**71**
Total Volume	5	0	3	8	0	131	0	131	1	0	1	2	3	109	3	115	256
% App. Total	62.5	0	37.5		0	100	0		50	0	50		2.6	94.8	2.6		
PHF	.417	.000	.375	.667	.000	.936	.000	.936	.250	.000	.250	.500	.250	.699	.250	.737	.901

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Groups Printed- Combined

	Blackrock Rd Southbound					SR 200 Westbound					Mt Zion Loop Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	17	0	29	0	46	17	351	1	0	369	2	1	1	0	4	4	362	19	0	385	804
11:45 AM	14	0	39	0	53	25	320	0	0	345	1	1	2	0	4	4	355	19	0	378	780
Total	31	0	68	0	99	42	671	1	0	714	3	2	3	0	8	8	717	38	0	763	1584
12:00 PM	12	0	23	1	36	40	366	2	0	408	2	1	11	0	14	5	332	11	0	348	806
12:15 PM	12	0	21	0	33	17	333	0	0	350	3	0	9	0	12	1	351	15	0	367	762
12:30 PM	14	0	22	0	36	26	383	0	0	409	4	1	3	0	8	6	423	17	0	446	899
12:45 PM	17	0	31	0	48	28	356	1	0	385	2	0	5	0	7	1	302	15	0	318	758
Total	55	0	97	1	153	111	1438	3	0	1552	11	2	28	0	41	13	1408	58	0	1479	3225
01:00 PM	12	0	26	0	38	20	359	3	0	382	0	1	7	0	8	0	343	20	0	363	791
01:15 PM	15	1	19	0	35	23	373	2	0	398	3	0	1	0	4	1	334	16	0	351	788
Grand Total	113	1	210	1	325	196	2841	9	0	3046	17	5	39	0	61	22	2802	132	0	2956	6388
Apprch %	34.8	0.3	64.6	0.3		6.4	93.3	0.3	0		27.9	8.2	63.9	0		0.7	94.8	4.5	0		
Total %	1.8	0	3.3	0	5.1	3.1	44.5	0.1	0	47.7	0.3	0.1	0.6	0	1	0.3	43.9	2.1	0	46.3	

	Blackrock Rd Southbound				SR 200 Westbound				Mt Zion Loop Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	**14**	0	**39**	**53**	25	320	0	345	1	**1**	2	4	4	355	**19**	378	780
12:00 PM	12	0	23	35	**40**	366	**2**	408	2	1	**11**	**14**	5	332	11	348	805
12:15 PM	12	0	21	33	17	333	0	350	3	0	9	12	1	351	15	367	762
12:30 PM	14	0	22	36	26	**383**	0	**409**	**4**	1	3	8	**6**	**423**	17	**446**	**899**
Total Volume	52	0	105	157	108	1402	2	1512	10	3	25	38	16	1461	62	1539	3246
% App. Total	33.1	0	66.9		7.1	92.7	0.1		26.3	7.9	65.8		1	94.9	4		
PHF	.929	.000	.673	.741	.675	.915	.250	.924	.625	.750	.568	.679	.667	.863	.816	.863	.903

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Groups Printed- Cars

	Blackrock Rd Southbound					SR 200 Westbound					Mt Zion Loop Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	19	0	22	0	41	49	366	2	0	417	0	2	2	0	4	3	365	16	0	384	846
03:45 PM	12	1	33	0	46	33	431	1	0	465	3	1	3	0	7	4	380	16	0	400	918
Total	31	1	55	0	87	82	797	3	0	882	3	3	5	0	11	7	745	32	0	784	1764
04:00 PM	8	0	19	0	27	25	374	2	0	401	5	0	3	0	8	3	298	20	0	321	757
04:15 PM	23	1	18	0	42	37	458	4	0	499	0	0	2	0	2	5	315	27	0	347	890
04:30 PM	17	0	30	0	47	49	427	0	0	476	5	0	3	0	8	2	331	21	0	354	885
04:45 PM	18	1	34	0	53	45	393	3	0	441	4	2	4	0	10	2	321	15	0	338	842
Total	66	2	101	0	169	156	1652	9	0	1817	14	2	12	0	28	12	1265	83	0	1360	3374
05:00 PM	17	1	25	0	43	46	484	2	0	532	6	0	5	0	11	3	396	22	0	421	1007
05:15 PM	17	1	33	0	51	46	408	3	0	457	0	1	6	0	7	1	287	21	0	309	824
05:30 PM	11	1	22	0	34	46	337	2	0	385	8	0	9	0	17	4	299	24	0	327	763
05:45 PM	10	0	25	0	35	40	356	0	0	396	0	0	4	0	4	0	264	10	0	274	709
Total	55	3	105	0	163	178	1585	7	0	1770	14	1	24	0	39	8	1246	77	0	1331	3303
06:00 PM	7	0	13	0	20	30	269	3	0	302	4	0	4	0	8	0	229	23	0	252	582
06:15 PM	8	0	17	0	25	31	301	1	0	333	1	1	6	0	8	1	253	14	0	268	634
Grand Total	167	6	291	0	464	477	4604	23	0	5104	36	7	51	0	94	28	3738	229	0	3995	9657
Apprch %	36	1.3	62.7	0		9.3	90.2	0.5	0		38.3	7.4	54.3	0		0.7	93.6	5.7	0		
Total %	1.7	0.1	3	0	4.8	4.9	47.7	0.2	0	52.9	0.4	0.1	0.5	0	1	0.3	38.7	2.4	0	41.4	

	Blackrock Rd Southbound				SR 200 Westbound				Mt Zion Loop Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**23**	**1**	18	42	37	458	**4**	499	0	0	2	2	**5**	315	**27**	347	890
04:30 PM	17	0	30	47	**49**	427	0	476	5	0	3	8	2	331	21	354	885
04:45 PM	18	1	**34**	**53**	45	393	3	441	4	**2**	4	10	2	321	15	338	842
05:00 PM	17	1	25	43	46	**484**	2	**532**	**6**	0	**5**	**11**	3	**396**	22	**421**	**1007**
Total Volume	75	3	107	185	177	1762	9	1948	15	2	14	31	12	1363	85	1460	3624
% App. Total	40.5	1.6	57.8		9.1	90.5	0.5		48.4	6.5	45.2		0.8	93.4	5.8		
PHF	.815	.750	.787	.873	.903	.910	.563	.915	.625	.250	.700	.705	.600	.860	.787	.867	.900

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Groups Printed- Trucks

	Blackrock Rd Southbound					SR 200 Westbound					Mt Zion Loop Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	1	0	0	0	1	1	25	0	0	26	0	0	0	0	0	0	11	0	0	11	38
03:45 PM	0	0	1	0	1	0	23	0	0	23	0	0	0	0	0	0	12	0	0	12	36
Total	1	0	1	0	2	1	48	0	0	49	0	0	0	0	0	0	23	0	0	23	74
04:00 PM	1	0	0	0	1	0	24	0	0	24	0	0	0	0	0	0	9	0	0	9	34
04:15 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	11	0	0	11	23
04:30 PM	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	0	7	0	0	7	25
04:45 PM	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	0	16	0	0	16	27
Total	1	0	1	0	2	1	63	0	0	64	0	0	0	0	0	0	43	0	0	43	109
05:00 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	10	0	0	10	25
05:15 PM	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	9	0	0	9	19
05:30 PM	0	0	0	0	0	1	16	0	0	17	0	0	1	0	1	0	6	1	0	7	25
05:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
Total	0	0	0	0	0	2	45	0	0	47	0	0	1	0	1	0	29	1	0	30	78
06:00 PM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	5	1	0	6	19
06:15 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	7	0	0	7	18
Grand Total	2	0	2	0	4	4	180	0	0	184	0	0	1	0	1	0	107	2	0	109	298
Apprch %	50	0	50	0		2.2	97.8	0	0		0	0	100	0		0	98.2	1.8	0		
Total %	0.7	0	0.7	0	1.3	1.3	60.4	0	0	61.7	0	0	0.3	0	0.3	0	35.9	0.7	0	36.6	

	Blackrock Rd Southbound				SR 200 Westbound				Mt Zion Loop Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	**1**	0	0	**1**	**1**	**25**	0	**26**	0	0	0	0	0	11	0	11	**38**
03:45 PM	0	0	**1**	1	0	23	0	23	0	0	0	0	0	**12**	0	**12**	36
04:00 PM	1	0	0	1	0	24	0	24	0	0	0	0	0	9	0	9	34
04:15 PM	0	0	0	0	0	12	0	12	0	0	0	0	0	11	0	11	23
Total Volume	2	0	1	3	1	84	0	85	0	0	0	0	0	43	0	43	131
% App. Total	66.7	0	33.3		1.2	98.8	0		0	0	0		0	100	0		
PHF	.500	.000	.250	.750	.250	.840	.000	.817	.000	.000	.000	.000	.000	.896	.000	.896	.862

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	Blackrock Rd Southbound					SR 200 Westbound					Mt Zion Loop Northbound					SR 200 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	20	0	22	0	42	50	391	2	0	443	0	2	2	0	4	3	376	16	0	395	884
03:45 PM	12	1	34	0	47	33	454	1	0	488	3	1	3	0	7	4	392	16	0	412	954
Total	32	1	56	0	89	83	845	3	0	931	3	3	5	0	11	7	768	32	0	807	1838
04:00 PM	9	0	19	0	28	25	398	2	0	425	5	0	3	0	8	3	307	20	0	330	791
04:15 PM	23	1	18	0	42	37	470	4	0	511	0	0	2	0	2	5	326	27	0	358	913
04:30 PM	17	0	30	0	47	50	444	0	0	494	5	0	3	0	8	2	338	21	0	361	910
04:45 PM	18	1	35	0	54	45	403	3	0	451	4	2	4	0	10	2	337	15	0	354	869
Total	67	2	102	0	171	157	1715	9	0	1881	14	2	12	0	28	12	1308	83	0	1403	3483
05:00 PM	17	1	25	0	43	46	499	2	0	547	6	0	5	0	11	3	406	22	0	431	1032
05:15 PM	17	1	33	0	51	47	417	3	0	467	0	1	6	0	7	1	296	21	0	318	843
05:30 PM	11	1	22	0	34	47	353	2	0	402	8	0	10	0	18	4	305	25	0	334	788
05:45 PM	10	0	25	0	35	40	361	0	0	401	0	0	4	0	4	0	268	10	0	278	718
Total	55	3	105	0	163	180	1630	7	0	1817	14	1	25	0	40	8	1275	78	0	1361	3381
06:00 PM	7	0	13	0	20	30	282	3	0	315	4	0	4	0	8	0	234	24	0	258	601
06:15 PM	8	0	17	0	25	31	312	1	0	344	1	1	6	0	8	1	260	14	0	275	652
Grand Total	169	6	293	0	468	481	4784	23	0	5288	36	7	52	0	95	28	3845	231	0	4104	9955
Apprch %	36.1	1.3	62.6	0		9.1	90.5	0.4	0		37.9	7.4	54.7	0		0.7	93.7	5.6	0		
Total %	1.7	0.1	2.9	0	4.7	4.8	48.1	0.2	0	53.1	0.4	0.1	0.5	0	1	0.3	38.6	2.3	0	41.2	

	Blackrock Rd Southbound				SR 200 Westbound				Mt Zion Loop Northbound				SR 200 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**23**	**1**	18	42	37	470	**4**	511	0	0	2	2	**5**	326	**27**	358	913
04:30 PM	17	0	30	47	**50**	444	0	494	5	0	3	8	2	338	21	361	910
04:45 PM	18	1	**35**	**54**	45	403	3	451	4	**2**	4	10	2	337	15	354	869
05:00 PM	17	1	25	43	46	**499**	2	**547**	**6**	0	**5**	**11**	3	**406**	22	**431**	**1032**
Total Volume	75	3	108	186	178	1816	9	2003	15	2	14	31	12	1407	85	1504	3724
% App. Total	40.3	1.6	58.1		8.9	90.7	0.4		48.4	6.5	45.2		0.8	93.6	5.7		
PHF	.815	.750	.771	.861	.890	.910	.563	.915	.625	.250	.700	.705	.600	.866	.787	.872	.902

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Groups Printed- Cars

	Chester Rd Southbound				Heron Isles Pkwy Westbound				Chester Rd Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
06:30 AM	51	0	0	51	0	26	0	26	2	6	0	8	85
06:45 AM	54	0	0	54	0	33	0	33	7	11	0	18	105
Total	105	0	0	105	0	59	0	59	9	17	0	26	190
07:00 AM	58	1	0	59	1	37	0	38	7	13	0	20	117
07:15 AM	59	1	0	60	0	28	1	29	11	12	0	23	112
07:30 AM	78	2	0	80	0	36	0	36	11	21	0	32	148
07:45 AM	58	1	0	59	1	32	0	33	9	36	0	45	137
Total	253	5	0	258	2	133	1	136	38	82	0	120	514
08:00 AM	60	3	0	63	0	25	0	25	9	20	0	29	117
08:15 AM	48	1	0	49	0	26	0	26	15	25	0	40	115
08:30 AM	58	4	0	62	2	35	3	40	13	25	0	38	140
08:45 AM	54	1	0	55	0	29	0	29	19	39	0	58	142
Total	220	9	0	229	2	115	3	120	56	109	0	165	514
09:00 AM	49	2	0	51	1	20	0	21	14	25	0	39	111
09:15 AM	53	1	0	54	0	23	0	23	11	37	0	48	125
Grand Total	680	17	0	697	5	350	4	359	128	270	0	398	1454
Apprch %	97.6	2.4	0		1.4	97.5	1.1		32.2	67.8	0		
Total %	46.8	1.2	0	47.9	0.3	24.1	0.3	24.7	8.8	18.6	0	27.4	

	Chester Rd Southbound			Heron Isles Pkwy Westbound			Chester Rd Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**78**	2	**80**	0	**36**	**36**	11	21	32	**148**
07:45 AM	58	1	59	**1**	32	33	9	**36**	**45**	137
08:00 AM	60	**3**	63	0	25	25	9	20	29	117
08:15 AM	48	1	49	0	26	26	**15**	25	40	115
Total Volume	244	7	251	1	119	120	44	102	146	517
% App. Total	97.2	2.8		0.8	99.2		30.1	69.9		
PHF	.782	.583	.784	.250	.826	.833	.733	.708	.811	.873

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	Chester Rd Southbound				Heron Isles Pkwy Westbound				Chester Rd Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	2	0	0	2	0	0	0	0	0	1	0	1	3
07:00 AM	2	0	0	2	0	0	0	0	1	0	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	1	0	2	0	2	0	2	0	2	5
07:45 AM	2	0	0	2	0	0	0	0	1	2	0	3	5
Total	5	0	0	5	0	2	0	2	2	4	0	6	13
08:00 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
08:15 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
08:30 AM	2	0	0	2	0	1	0	1	2	2	0	4	7
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	8	0	0	8	0	1	0	1	2	7	0	9	18
09:00 AM	3	0	0	3	0	1	0	1	0	2	0	2	6
09:15 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
Grand Total	21	0	0	21	0	4	0	4	4	15	0	19	44
Apprch %	100	0	0		0	100	0		21.1	78.9	0		
Total %	47.7	0	0	47.7	0	9.1	0	9.1	9.1	34.1	0	43.2	

	Chester Rd Southbound			Heron Isles Pkwy Westbound			Chester Rd Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	2	0	2	0	0	0	1	**2**	3	5
08:00 AM	**3**	0	**3**	0	0	0	0	2	2	5
08:15 AM	3	0	3	0	0	0	0	2	2	5
08:30 AM	2	0	2	0	**1**	**1**	**2**	2	**4**	**7**
Total Volume	10	0	10	0	1	1	3	8	11	22
% App. Total	100	0		0	100		27.3	72.7		
PHF	.833	.000	.833	.000	.250	.250	.375	1.00	.688	.786

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	Chester Rd Southbound				Heron Isles Pkwy Westbound				Chester Rd Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
06:30 AM	51	0	0	51	0	26	0	26	2	6	0	8	85
06:45 AM	56	0	0	56	0	33	0	33	7	12	0	19	108
Total	107	0	0	107	0	59	0	59	9	18	0	27	193
07:00 AM	60	1	0	61	1	37	0	38	8	13	0	21	120
07:15 AM	59	1	0	60	0	28	1	29	11	12	0	23	112
07:30 AM	79	2	0	81	0	38	0	38	11	23	0	34	153
07:45 AM	60	1	0	61	1	32	0	33	10	38	0	48	142
Total	258	5	0	263	2	135	1	138	40	86	0	126	527
08:00 AM	63	3	0	66	0	25	0	25	9	22	0	31	122
08:15 AM	51	1	0	52	0	26	0	26	15	27	0	42	120
08:30 AM	60	4	0	64	2	36	3	41	15	27	0	42	147
08:45 AM	54	1	0	55	0	29	0	29	19	40	0	59	143
Total	228	9	0	237	2	116	3	121	58	116	0	174	532
09:00 AM	52	2	0	54	1	21	0	22	14	27	0	41	117
09:15 AM	56	1	0	57	0	23	0	23	11	38	0	49	129
Grand Total	701	17	0	718	5	354	4	363	132	285	0	417	1498
Apprch %	97.6	2.4	0		1.4	97.5	1.1		31.7	68.3	0		
Total %	46.8	1.1	0	47.9	0.3	23.6	0.3	24.2	8.8	19	0	27.8	

	Chester Rd Southbound			Heron Isles Pkwy Westbound			Chester Rd Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**79**	2	**81**	0	**38**	**38**	11	23	34	**153**
07:45 AM	60	1	61	**1**	32	33	10	**38**	**48**	142
08:00 AM	63	**3**	66	0	25	25	9	22	31	122
08:15 AM	51	1	52	0	26	26	**15**	27	42	120
Total Volume	253	7	260	1	121	122	45	110	155	537
% App. Total	97.3	2.7		0.8	99.2		29	71		
PHF	.801	.583	.802	.250	.796	.803	.750	.724	.807	.877

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File Name : Chester Rd & Heron Isles Pkwy MID
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Groups Printed- Cars

	Chester Rd Southbound				Heron Isles Pkwy Westbound				Chester Rd Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
11:30 AM	44	1	0	45	5	16	0	21	19	50	0	69	135
11:45 AM	59	3	0	62	1	32	0	33	27	43	0	70	165
Total	103	4	0	107	6	48	0	54	46	93	0	139	300
12:00 PM	42	2	0	44	0	26	0	26	28	50	0	78	148
12:15 PM	41	1	0	42	5	31	0	36	30	53	0	83	161
12:30 PM	43	2	0	45	0	15	0	15	26	54	0	80	140
12:45 PM	48	1	0	49	2	35	0	37	21	47	0	68	154
Total	174	6	0	180	7	107	0	114	105	204	0	309	603
01:00 PM	41	1	0	42	2	29	0	31	30	52	0	82	155
01:15 PM	52	0	0	52	1	24	0	25	17	35	0	52	129
Grand Total	370	11	0	381	16	208	0	224	198	384	0	582	1187
Apprch %	97.1	2.9	0		7.1	92.9	0		34	66	0		
Total %	31.2	0.9	0	32.1	1.3	17.5	0	18.9	16.7	32.4	0	49	

	Chester Rd Southbound			Heron Isles Pkwy Westbound			Chester Rd Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. 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	**59**	**3**	**62**	1	**32**	33	27	43	70	**165**
12:00 PM	42	2	44	0	26	26	28	50	78	148
12:15 PM	41	1	42	**5**	31	**36**	**30**	53	**83**	161
12:30 PM	43	2	45	0	15	15	26	**54**	80	140
Total Volume	185	8	193	6	104	110	111	200	311	614
% App. Total	95.9	4.1		5.5	94.5		35.7	64.3		
PHF	.784	.667	.778	.300	.813	.764	.925	.926	.937	.930

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File Name : Chester Rd & Heron Isles Pkwy MID
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Groups Printed- Trucks

	Chester Rd Southbound				Heron Isles Pkwy Westbound				Chester Rd Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
11:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
11:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	1	0	0	1	0	0	0	0	0	3	0	3	4
12:00 PM	2	0	0	2	0	1	0	1	1	1	0	2	5
12:15 PM	1	0	0	1	0	2	0	2	0	0	0	0	3
12:30 PM	1	0	0	1	0	0	0	0	2	2	0	4	5
12:45 PM	2	0	0	2	1	0	0	1	1	2	0	3	6
Total	6	0	0	6	1	3	0	4	4	5	0	9	19
01:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
01:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total	8	1	0	9	1	4	0	5	4	9	0	13	27
Apprch %	88.9	11.1	0		20	80	0		30.8	69.2	0		
Total %	29.6	3.7	0	33.3	3.7	14.8	0	18.5	14.8	33.3	0	48.1	

	Chester Rd Southbound			Heron Isles Pkwy Westbound			Chester Rd Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. 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	**2**	0	**2**	0	1	1	1	1	2	5
12:15 PM	1	0	1	0	**2**	**2**	0	0	0	3
12:30 PM	1	0	1	0	0	0	**2**	**2**	**4**	5
12:45 PM	2	0	2	**1**	0	1	1	2	3	**6**
Total Volume	6	0	6	1	3	4	4	5	9	19
% App. Total	100	0		25	75		44.4	55.6		
PHF	.750	.000	.750	.250	.375	.500	.500	.625	.563	.792

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File Name : Chester Rd & Heron Isles Pkwy MID
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Groups Printed- Combined

	Chester Rd Southbound				Heron Isles Pkwy Westbound				Chester Rd Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
11:30 AM	45	1	0	46	5	16	0	21	19	51	0	70	137
11:45 AM	59	3	0	62	1	32	0	33	27	45	0	72	167
Total	104	4	0	108	6	48	0	54	46	96	0	142	304
12:00 PM	44	2	0	46	0	27	0	27	29	51	0	80	153
12:15 PM	42	1	0	43	5	33	0	38	30	53	0	83	164
12:30 PM	44	2	0	46	0	15	0	15	28	56	0	84	145
12:45 PM	50	1	0	51	3	35	0	38	22	49	0	71	160
Total	180	6	0	186	8	110	0	118	109	209	0	318	622
01:00 PM	42	1	0	43	2	30	0	32	30	52	0	82	157
01:15 PM	52	1	0	53	1	24	0	25	17	36	0	53	131
Grand Total	378	12	0	390	17	212	0	229	202	393	0	595	1214
Apprch %	96.9	3.1	0		7.4	92.6	0		33.9	66.1	0		
Total %	31.1	1	0	32.1	1.4	17.5	0	18.9	16.6	32.4	0	49	

	Chester Rd Southbound			Heron Isles Pkwy Westbound			Chester Rd Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. 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	**59**	**3**	**62**	1	32	33	27	45	72	**167**
12:00 PM	44	2	46	0	27	27	29	51	80	153
12:15 PM	42	1	43	**5**	**33**	**38**	**30**	53	83	164
12:30 PM	44	2	46	0	15	15	28	**56**	**84**	145
Total Volume	189	8	197	6	107	113	114	205	319	629
% App. Total	95.9	4.1		5.3	94.7		35.7	64.3		
PHF	.801	.667	.794	.300	.811	.743	.950	.915	.949	.942

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File Name : Chester Rd & Heron Isles Pkwy PM
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Groups Printed- Cars

	Chester Rd Southbound				Heron Isles Pkwy Westbound				Chester Rd Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:30 PM	45	1	0	46	2	29	0	31	24	65	0	89	166
03:45 PM	35	1	0	36	0	33	0	33	32	62	0	94	163
Total	80	2	0	82	2	62	0	64	56	127	0	183	329
04:00 PM	40	2	0	42	1	17	0	18	42	69	0	111	171
04:15 PM	53	1	0	54	2	22	0	24	40	75	0	115	193
04:30 PM	44	1	0	45	0	20	0	20	37	86	0	123	188
04:45 PM	46	1	0	47	0	19	0	19	36	81	0	117	183
Total	183	5	0	188	3	78	0	81	155	311	0	466	735
05:00 PM	42	1	0	43	2	30	1	33	47	75	0	122	198
05:15 PM	44	2	0	46	1	33	1	35	58	82	0	140	221
05:30 PM	47	1	0	48	2	30	0	32	61	63	0	124	204
05:45 PM	46	1	0	47	2	27	1	30	55	58	0	113	190
Total	179	5	0	184	7	120	3	130	221	278	0	499	813
06:00 PM	45	0	0	45	2	22	0	24	39	81	0	120	189
06:15 PM	38	1	0	39	0	25	0	25	56	69	0	125	189
Grand Total	525	13	0	538	14	307	3	324	527	866	0	1393	2255
Apprch %	97.6	2.4	0		4.3	94.8	0.9		37.8	62.2	0		
Total %	23.3	0.6	0	23.9	0.6	13.6	0.1	14.4	23.4	38.4	0	61.8	

	Chester Rd Southbound			Heron Isles Pkwy Westbound			Chester Rd Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	42	1	43	**2**	30	32	47	75	122	197
05:15 PM	44	**2**	46	1	**33**	**34**	58	**82**	**140**	**220**
05:30 PM	**47**	1	**48**	2	30	32	**61**	63	124	204
05:45 PM	46	1	47	2	27	29	55	58	113	189
Total Volume	179	5	184	7	120	127	221	278	499	810
% App. Total	97.3	2.7		5.5	94.5		44.3	55.7		
PHF	.952	.625	.958	.875	.909	.934	.906	.848	.891	.920

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Groups Printed- Trucks

	Chester Rd Southbound				Heron Isles Pkwy Westbound				Chester Rd Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:30 PM	0	0	0	0	0	2	0	2	0	3	0	3	5
03:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	2	0	0	2	0	2	0	2	0	3	0	3	7
04:00 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
04:30 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	2
Total	2	0	0	2	1	1	0	2	2	3	0	5	9
05:00 PM	0	0	0	0	1	0	0	1	0	2	0	2	3
05:15 PM	0	1	0	1	0	1	0	1	3	2	0	5	7
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
Total	1	1	0	2	1	2	0	3	3	5	0	8	13
06:00 PM	2	0	0	2	0	1	0	1	0	1	0	1	4
06:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
Grand Total	8	1	0	9	2	6	0	8	5	14	0	19	36
Apprch %	88.9	11.1	0		25	75	0		26.3	73.7	0		
Total %	22.2	2.8	0	25	5.6	16.7	0	22.2	13.9	38.9	0	52.8	

	Chester Rd Southbound			Heron Isles Pkwy Westbound			Chester Rd Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**1**	0	**1**	0	0	0	1	0	1	2
04:45 PM	0	0	0	**1**	**1**	**2**	0	0	0	2
05:00 PM	0	0	0	1	0	1	0	**2**	2	3
05:15 PM	0	**1**	1	0	1	1	**3**	2	**5**	**7**
Total Volume	1	1	2	2	2	4	4	4	8	14
% App. Total	50	50		50	50		50	50		
PHF	.250	.250	.500	.500	.500	.500	.333	.500	.400	.500

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Groups Printed- Combined

	Chester Rd Southbound				Heron Isles Pkwy Westbound				Chester Rd Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:30 PM	45	1	0	46	2	31	0	33	24	68	0	92	171
03:45 PM	37	1	0	38	0	33	0	33	32	62	0	94	165
Total	82	2	0	84	2	64	0	66	56	130	0	186	336
04:00 PM	41	2	0	43	1	17	0	18	42	71	0	113	174
04:15 PM	53	1	0	54	2	22	0	24	41	76	0	117	195
04:30 PM	45	1	0	46	0	20	0	20	38	86	0	124	190
04:45 PM	46	1	0	47	1	20	0	21	36	81	0	117	185
Total	185	5	0	190	4	79	0	83	157	314	0	471	744
05:00 PM	42	1	0	43	3	30	1	34	47	77	0	124	201
05:15 PM	44	3	0	47	1	34	1	36	61	84	0	145	228
05:30 PM	47	1	0	48	2	30	0	32	61	64	0	125	205
05:45 PM	47	1	0	48	2	28	1	31	55	58	0	113	192
Total	180	6	0	186	8	122	3	133	224	283	0	507	826
06:00 PM	47	0	0	47	2	23	0	25	39	82	0	121	193
06:15 PM	39	1	0	40	0	25	0	25	56	71	0	127	192
Grand Total	533	14	0	547	16	313	3	332	532	880	0	1412	2291
Apprch %	97.4	2.6	0		4.8	94.3	0.9		37.7	62.3	0		
Total %	23.3	0.6	0	23.9	0.7	13.7	0.1	14.5	23.2	38.4	0	61.6	

	Chester Rd Southbound			Heron Isles Pkwy Westbound			Chester Rd Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	42	1	43	**3**	30	33	47	77	124	200
05:15 PM	44	**3**	47	1	**34**	**35**	**61**	**84**	**145**	**227**
05:30 PM	**47**	1	**48**	2	30	32	61	64	125	205
05:45 PM	47	1	48	2	28	30	55	58	113	191
Total Volume	180	6	186	8	122	130	224	283	507	823
% App. Total	96.8	3.2		6.2	93.8		44.2	55.8		
PHF	.957	.500	.969	.667	.897	.929	.918	.842	.874	.906

2020 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7400 NASSAU COUNTYWIDE

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2020 - 01/04/2020	1.06	1.12
2	01/05/2020 - 01/11/2020	1.03	1.08
3	01/12/2020 - 01/18/2020	0.99	1.04
4	01/19/2020 - 01/25/2020	0.98	1.03
5	01/26/2020 - 02/01/2020	0.97	1.02
6	02/02/2020 - 02/08/2020	0.96	1.01
7	02/09/2020 - 02/15/2020	0.96	1.01
8	02/16/2020 - 02/22/2020	0.97	1.02
9	02/23/2020 - 02/29/2020	0.99	1.04
10	03/01/2020 - 03/07/2020	1.01	1.06
11	03/08/2020 - 03/14/2020	1.03	1.08
12	03/15/2020 - 03/21/2020	1.05	1.11
13	03/22/2020 - 03/28/2020	1.12	1.18
14	03/29/2020 - 04/04/2020	1.18	1.24
15	04/05/2020 - 04/11/2020	1.25	1.32
16	04/12/2020 - 04/18/2020	1.31	1.38
17	04/19/2020 - 04/25/2020	1.23	1.29
18	04/26/2020 - 05/02/2020	1.14	1.20
19	05/03/2020 - 05/09/2020	1.06	1.12
*20	05/10/2020 - 05/16/2020	0.97	1.02
*21	05/17/2020 - 05/23/2020	0.96	1.01
*22	05/24/2020 - 05/30/2020	0.95	1.00
*23	05/31/2020 - 06/06/2020	0.94	0.99
*24	06/07/2020 - 06/13/2020	0.93	0.98
*25	06/14/2020 - 06/20/2020	0.92	0.97
*26	06/21/2020 - 06/27/2020	0.92	0.97
*27	06/28/2020 - 07/04/2020	0.93	0.98
*28	07/05/2020 - 07/11/2020	0.94	0.99
*29	07/12/2020 - 07/18/2020	0.95	1.00
*30	07/19/2020 - 07/25/2020	0.96	1.01
*31	07/26/2020 - 08/01/2020	0.97	1.02
*32	08/02/2020 - 08/08/2020	0.98	1.03
33	08/09/2020 - 08/15/2020	1.00	1.05
34	08/16/2020 - 08/22/2020	1.00	1.05
35	08/23/2020 - 08/29/2020	1.00	1.05
36	08/30/2020 - 09/05/2020	1.00	1.05
37	09/06/2020 - 09/12/2020	1.00	1.05
38	09/13/2020 - 09/19/2020	1.00	1.05
39	09/20/2020 - 09/26/2020	1.00	1.05
40	09/27/2020 - 10/03/2020	0.99	1.04
41	10/04/2020 - 10/10/2020	0.99	1.04
42	10/11/2020 - 10/17/2020	0.99	1.04
43	10/18/2020 - 10/24/2020	1.00	1.05
44	10/25/2020 - 10/31/2020	1.01	1.06
45	11/01/2020 - 11/07/2020	1.02	1.07
46	11/08/2020 - 11/14/2020	1.03	1.08
47	11/15/2020 - 11/21/2020	1.04	1.09
48	11/22/2020 - 11/28/2020	1.04	1.09
49	11/29/2020 - 12/05/2020	1.05	1.11
50	12/06/2020 - 12/12/2020	1.06	1.12
51	12/13/2020 - 12/19/2020	1.06	1.12
52	12/20/2020 - 12/26/2020	1.03	1.08
53	12/27/2020 - 12/31/2020	0.99	1.04

* PEAK SEASON

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 6/15/2021

Station #: H3 File: D0615003.prn
Site ID: 000000023943 Info: 21-235 AW MIN
Loc: Pages Dairy Rd 200' E/o Felmor Rd GPS: 30.63891,-81.58621
Direction: EAST

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			15		16		17											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			2	37	2	59	6	39							10	135	3	45
00:30			5	48	2	54	4	42							11	144	4	48
00:45			2	37	3	29	3	48							8	114	3	38
01:00			4	42	1	58	0	40							5	140	2	47
01:15			3	58	2	58	2	56							7	172	2	57
01:30			2	35	1	48	1	50							4	133	1	44
01:45			2	46	3	43	4	47							9	136	3	45
02:00			2	44	0	38	2	47							4	129	1	43
02:15			4	43	0	34	2	39							6	116	2	39
02:30			1	36	0	53	3	39							4	128	1	43
02:45			1	51	1	35	0	38							2	124	1	41
03:00			0	48	0	55	0	46							0	149	0	50
03:15			1	45	0	52	0	50							1	147	0	49
03:30			1	55	0	43	1	57							2	155	1	52
03:45			0	67	2	56	0	47							2	170	1	57
04:00			2	72	2	57	3	73							7	202	2	67
04:15			0	57	1	67	2	65							3	189	1	63
04:30			4	70	2	65	1	77							7	212	2	71
04:45			2	56	3	73	7	64							12	193	4	64
05:00			0	88	2	71	2	67							4	226	1	75
05:15			1	96	2	96	2	66							5	258	2	86
05:30			10	73	8	74	4	60							22	207	7	69
05:45			16	63	9	59	9	60							34	182	11	61
06:00			11	54	13	57	15	58							39	169	13	56
06:15			21	52	10	45	15	54							46	151	15	50
06:30			23	36	19	38	14	36							56	110	19	37
06:45			33	32	31	43	28	56							92	131	31	44
07:00			34	37	33	28	35	45							102	110	34	37
07:15			49	24	47	32	42	43							138	99	46	33
07:30			56	21	53	34	58	40							167	95	56	32
07:45			63	20	52	30	64	34							179	84	60	28
08:00			80	29	83	31	86	26							249	86	83	29
08:15			64	21	56	28	48	18							168	67	56	22
08:30			53	27	41	24	51	19							145	70	48	23
08:45			64	16	56	17	53	24							173	57	58	19
09:00			39	11	47	14	49	14							135	39	45	13
09:15			32	11	24	21	40	21							96	53	32	18
09:30			42	7	33	13	35	13							110	33	37	11
09:45			41	10	35	12	41	7							117	29	39	10
10:00			44	11	39	5	24	7							107	23	36	8
10:15			32	12	34	5	48	12							114	29	38	10
10:30			42	7	35	9	27	4							104	20	35	7
10:45			28	7	33	9	40	14							101	30	34	10
11:00			37	6	35	7	38	8							110	21	37	7
11:15			33	5	45	9	29	9							107	23	36	8
11:30			38	4	41	7	39	5							118	16	39	5
11:45			33	6	38	7	42	4							113	17	38	6
12:00			35	7	46	2	46	8							127	17	42	6
TOTALS			2832		2829		2861								8522		2845	
AM Times			07:30		07:30		07:30								07:30		07:30	
AM Peaks			263		244		256								763		253	
AM PHF			0.82		0.73		0.74								0.77		0.76	
PM Times			17:00		16:45		16:00								16:30		16:30	
PM Peaks			320		314		279								889		295	
PM PHF			0.83		0.82		0.91								0.86		0.86	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2 Page: 2
Starting: 6/15/2021

Station #: H3 File: D0615003.prn
Site ID: 000000023943 Info: 21-235 AW MIN
Loc: Pages Dairy Rd 200' E/o Felmor Rd GPS: 30.63891,-81.58621
Direction: WEST

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			15		16		17											
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			2	31	4	35	1	35							7	101	2	34
00:30			3	33	2	38	3	34							8	105	3	35
00:45			4	30	1	43	1	37							6	110	2	37
01:00			2	55	4	36	0	37							6	128	2	43
01:15			1	35	0	29	2	20							3	84	1	28
01:30			5	34	0	43	1	29							6	106	2	35
01:45			2	35	0	32	0	26							2	93	1	31
02:00			0	35	1	39	3	35							4	109	1	36
02:15			0	42	1	32	3	42							4	116	1	39
02:30			1	27	1	30	3	36							5	93	2	31
02:45			0	50	0	47	3	36							3	133	1	44
03:00			2	34	2	50	0	32							4	116	1	39
03:15			3	36	2	41	2	27							7	104	2	35
03:30			1	53	6	38	2	39							9	130	3	43
03:45			2	54	2	32	0	29							4	115	1	38
04:00			4	51	3	47	1	58							8	156	3	52
04:15			2	58	8	44	5	53							15	155	5	52
04:30			4	57	5	47	3	50							12	154	4	51
04:45			8	51	10	58	6	43							24	152	8	51
05:00			3	62	6	44	5	67							14	173	5	58
05:15			21	70	23	59	13	53							57	182	19	61
05:30			20	36	15	64	24	54							59	154	20	51
05:45			29	62	24	41	28	59							81	162	27	54
06:00			32	50	32	40	29	51							93	141	31	47
06:15			40	39	44	53	32	51							116	143	39	48
06:30			43	34	38	43	38	44							119	121	40	40
06:45			41	25	42	28	41	28							124	81	41	27
07:00			34	34	34	25	39	33							107	92	36	31
07:15			46	19	35	29	39	30							120	78	40	26
07:30			49	22	40	17	43	23							132	62	44	21
07:45			33	14	47	25	41	23							121	62	40	21
08:00			47	12	44	16	41	17							132	45	44	15
08:15			28	22	29	21	37	25							94	68	31	23
08:30			26	14	40	20	28	15							94	49	31	16
08:45			29	15	35	20	33	16							97	51	32	17
09:00			30	7	34	24	31	12							95	43	32	14
09:15			25	6	23	15	26	19							74	40	25	13
09:30			19	8	23	13	24	17							66	38	22	13
09:45			26	9	28	23	18	17							72	49	24	16
10:00			22	11	19	14	22	12							63	37	21	12
10:15			23	11	27	8	26	8							76	27	25	9
10:30			22	9	24	8	34	10							80	27	27	9
10:45			33	6	37	9	27	8							97	23	32	8
11:00			37	8	34	7	25	9							96	24	32	8
11:15			21	4	23	9	32	4							76	17	25	6
11:30			33	1	30	6	29	4							92	11	31	4
11:45			32	3	23	1	26	4							81	8	27	3
12:00			17	6	36	2	18	3							71	11	24	4
TOTALS			2327		2386		2302								7015		2341	
AM Times			07:15		07:15		07:15								07:15		07:15	
AM Peaks			175		166		164								505		168	
AM PHF			0.89		0.88		0.95								0.96		0.95	
PM Times			16:30		16:45		17:00								17:00		17:00	
PM Peaks			240		225		233								671		222	
PM PHF			0.86		0.88		0.87								0.92		0.93	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 6/15/2021

Station #: H5 File: D0615004.prn
Site ID: 000000023928 Info: 21-235 AW MIN
Loc: Pages Dairy Rd 500' W/o Chester Rd GPS: 30.63612,-81.55363
Direction: EAST

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			15		16		17											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			1	50	4	67	3	43							8	160	3	53
00:30			3	52	0	49	6	44							9	145	3	48
00:45			1	47	4	55	2	42							7	144	2	48
01:00			5	42	0	55	2	49							7	146	2	49
01:15			4	55	2	63	2	52							8	170	3	57
01:30			2	44	3	53	2	56							7	153	2	51
01:45			1	54	2	41	4	61							7	156	2	52
02:00			5	45	2	42	2	39							9	126	3	42
02:15			3	47	1	41	2	54							6	142	2	47
02:30			1	43	0	50	1	37							2	130	1	43
02:45			0	53	2	50	1	48							3	151	1	50
03:00			1	43	0	50	1	58							2	151	1	50
03:15			1	45	0	61	1	41							2	147	1	49
03:30			0	48	0	52	1	60							1	160	0	53
03:45			2	74	0	50	0	44							2	168	1	56
04:00			1	63	2	63	3	71							6	197	2	66
04:15			2	68	3	55	4	70							9	193	3	64
04:30			1	54	1	65	2	67							4	186	1	62
04:45			7	55	4	69	7	64							18	188	6	63
05:00			2	82	4	73	5	75							11	230	4	77
05:15			1	101	3	91	5	72							9	264	3	88
05:30			13	71	15	64	9	47							37	182	12	61
05:45			28	70	14	78	16	54							58	202	19	67
06:00			16	52	21	52	13	63							50	167	17	56
06:15			23	52	16	50	18	56							57	158	19	53
06:30			28	33	27	49	17	39							72	121	24	40
06:45			38	37	38	48	43	51							119	136	40	45
07:00			48	35	30	26	27	64							105	125	35	42
07:15			53	23	52	45	53	52							158	120	53	40
07:30			64	23	67	27	67	33							198	83	66	28
07:45			72	25	67	36	81	37							220	98	73	33
08:00			73	29	77	31	102	36							252	96	84	32
08:15			85	24	73	28	67	21							225	73	75	24
08:30			48	29	52	31	53	23							153	83	51	28
08:45			84	19	71	27	58	26							213	72	71	24
09:00			53	13	47	18	55	20							155	51	52	17
09:15			38	13	29	23	43	26							110	62	37	21
09:30			47	12	35	10	35	19							117	41	39	14
09:45			48	12	45	13	55	12							148	37	49	12
10:00			49	8	50	7	42	11							141	26	47	9
10:15			41	11	46	7	44	10							131	28	44	9
10:30			38	10	39	6	39	7							116	23	39	8
10:45			49	7	41	7	39	11							129	25	43	8
11:00			39	7	45	7	37	6							121	20	40	7
11:15			40	5	42	6	35	17							117	28	39	9
11:30			31	6	46	6	50	4							127	16	42	5
11:45			47	8	55	8	44	5							146	21	49	7
12:00			40	3	43	1	41	3							124	7	41	2
TOTALS			3079		3126		3139								9344		3115	
AM Times			07:30		07:30		07:30								07:30		07:30	
AM Peaks			294		284		317								895		298	
AM PHF			0.86		0.92		0.78								0.89		0.89	
PM Times			17:00		17:00		16:30								17:00		17:00	
PM Peaks			324		306		278								878		291	
PM PHF			0.80		0.84		0.93								0.83		0.83	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2 Page: 2
Starting: 6/15/2021

Station #: H5 File: D0615004.prn
Site ID: 000000023928 Info: 21-235 AW MIN
Loc: Pages Dairy Rd 500' W/o Chester Rd GPS: 30.63612,-81.55363
Direction: WEST

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			15		16		17											
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			4	39	4	51	3	40							11	130	4	43
00:30			1	39	4	41	3	36							8	116	3	39
00:45			3	44	4	41	1	41							8	126	3	42
01:00			3	53	2	37	2	41							7	131	2	44
01:15			5	46	0	32	1	27							6	105	2	35
01:30			4	33	0	35	2	41							6	109	2	36
01:45			3	37	1	48	1	28							5	113	2	38
02:00			1	41	3	34	3	43							7	118	2	39
02:15			0	48	0	39	2	47							2	134	1	45
02:30			0	35	4	37	4	41							8	113	3	38
02:45			1	57	0	66	1	40							2	163	1	54
03:00			0	38	1	50	0	49							1	137	0	46
03:15			2	49	2	55	1	34							5	138	2	46
03:30			2	68	1	44	1	51							4	163	1	54
03:45			1	65	2	39	0	45							3	149	1	50
04:00			2	43	4	59	2	59							8	161	3	54
04:15			3	83	4	55	4	65							11	203	4	68
04:30			3	62	7	56	1	61							11	179	4	60
04:45			6	67	4	72	4	65							14	204	5	68
05:00			3	56	4	58	3	70							10	184	3	61
05:15			17	85	19	69	13	68							49	222	16	74
05:30			16	60	9	85	16	73							41	218	14	73
05:45			20	71	22	61	18	66							60	198	20	66
06:00			23	60	26	53	21	63							70	176	23	59
06:15			32	54	29	54	21	73							82	181	27	60
06:30			28	36	22	60	27	49							77	145	26	48
06:45			33	26	35	39	33	41							101	106	34	35
07:00			29	41	26	42	32	40							87	123	29	41
07:15			35	30	27	34	27	41							89	105	30	35
07:30			45	26	37	29	36	43							118	98	39	33
07:45			28	28	45	35	39	34							112	97	37	32
08:00			30	20	36	26	34	38							100	84	33	28
08:15			21	27	20	29	39	35							80	91	27	30
08:30			26	16	45	30	25	22							96	68	32	23
08:45			29	20	34	21	26	19							89	60	30	20
09:00			33	19	33	32	39	20							105	71	35	24
09:15			24	13	27	27	17	27							68	67	23	22
09:30			30	14	24	19	19	25							73	58	24	19
09:45			31	7	26	24	17	23							74	54	25	18
10:00			17	14	29	20	27	17							73	51	24	17
10:15			25	14	26	10	27	9							78	33	26	11
10:30			28	13	39	10	32	18							99	41	33	14
10:45			29	9	29	14	30	7							88	30	29	10
11:00			40	13	34	9	23	10							97	32	32	11
11:15			31	5	21	12	40	9							92	26	31	9
11:30			37	5	34	8	31	12							102	25	34	8
11:45			39	4	30	1	28	4							97	9	32	3
12:00			30	8	54	4	25	5							109	17	36	6
TOTALS			2594		2695		2616								7905		2638	
AM Times			11:00		07:45		07:30								07:15		07:15	
AM Peaks			147		146		148								419		138	
AM PHF			0.92		0.81		0.95								0.89		0.88	
PM Times			17:15		16:45		17:00								16:45		16:45	
PM Peaks			276		284		277								828		275	
PM PHF			0.81		0.84		0.95								0.93		0.93	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 2/15/2022

Station #: A File: D0215001.prn
Site ID: 000000004049 Info: 22-044 MG MIN
Loc: Pages Dairy Rd 300' E/o US 17 GPS: 30.63507,-81.60339
Direction: EAST

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			15		16		17											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			6	33	1	38	2	30							9	101	3	34
00:30			5	37	1	57	2	37							8	131	3	44
00:45			3	45	1	62	3	47							7	154	2	51
01:00			6	43	1	61	1	36							8	140	3	47
01:15			1	45	0	32	0	44							1	121	0	40
01:30			4	51	2	16	1	47							7	114	2	38
01:45			3	56	0	42	1	65							4	163	1	54
02:00			0	46	2	17	1	60							3	123	1	41
02:15			3	39	1	22	0	37							4	98	1	33
02:30			4	24	0	35	2	37							6	96	2	32
02:45			0	43	1	21	0	24							1	88	0	29
03:00			1	30	0	39	1	36							2	105	1	35
03:15			1	37	0	47	0	47							1	131	0	44
03:30			0	49	0	70	0	31							0	150	0	50
03:45			1	47	0	47	1	47							2	141	1	47
04:00			0	56	2	66	3	57							5	179	2	60
04:15			0	61	1	53	1	44							2	158	1	53
04:30			0	63	0	60	0	62							0	185	0	62
04:45			2	55	2	57	1	62							5	174	2	58
05:00			2	76	1	59	2	75							5	210	2	70
05:15			4	70	6	59	3	59							13	188	4	63
05:30			8	86	9	81	12	93							29	260	10	87
05:45			9	82	10	80	7	82							26	244	9	81
06:00			12	70	12	69	12	68							36	207	12	69
06:15			9	67	12	52	8	74							29	193	10	64
06:30			28	59	14	53	26	94							68	206	23	69
06:45			24	33	25	46	31	50							80	129	27	43
07:00			47	36	44	35	45	36							136	107	45	36
07:15			77	28	85	18	76	28							238	74	79	25
07:30			116	19	118	23	127	23							361	65	120	22
07:45			89	22	93	21	98	17							280	60	93	20
08:00			65	25	55	19	60	9							180	53	60	18
08:15			43	13	38	20	39	18							120	51	40	17
08:30			32	16	32	16	35	13							99	45	33	15
08:45			40	13	28	15	37	8							105	36	35	12
09:00			39	12	35	7	39	11							113	30	38	10
09:15			29	13	30	8	30	8							89	29	30	10
09:30			26	8	28	19	33	7							87	34	29	11
09:45			22	8	28	11	25	11							75	30	25	10
10:00			20	5	22	10	32	5							74	20	25	7
10:15			25	5	20	6	29	4							74	15	25	5
10:30			30	4	20	4	36	5							86	13	29	4
10:45			35	10	24	2	21	8							80	20	27	7
11:00			27	3	26	10	25	10							78	23	26	8
11:15			28	2	21	5	22	2							71	9	24	3
11:30			38	4	23	3	33	8							94	15	31	5
11:45			31	5	20	2	28	5							79	12	26	4
12:00			35	3	31	3	30	5							96	11	32	4
TOTALS			2687		2523		2707								7917		2645	
AM Times			07:15		07:15		07:15								07:15		07:15	
AM Peaks			347		351		361								1059		352	
AM PHF			0.75		0.74		0.71								0.73		0.73	
PM Times			17:00		17:15		17:45								17:30		17:30	
PM Peaks			314		289		318								904		300	
PM PHF			0.91		0.89		0.85								0.87		0.87	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2 Page: 2
Starting: 2/15/2022

Station #: A File: D0215001.prn
Site ID: 000000004049 Info: 22-044 MG MIN
Loc: Pages Dairy Rd 300' E/o US 17 GPS: 30.63507,-81.60339
Direction: WEST

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			15		16		17											
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			1	21	0	22	1	16							2	59	1	20
00:30			0	19	1	16	1	26							2	61	1	20
00:45			4	24	2	13	1	23							7	60	2	20
01:00			1	18	2	31	2	22							5	71	2	24
01:15			1	22	0	21	2	27							3	70	1	23
01:30			0	20	5	20	2	18							7	58	2	19
01:45			2	17	0	29	0	30							2	76	1	25
02:00			1	27	0	21	0	20							1	68	0	23
02:15			0	29	1	16	1	27							2	72	1	24
02:30			1	26	1	26	0	29							2	81	1	27
02:45			1	23	1	26	0	25							2	74	1	25
03:00			3	28	1	25	2	27							6	80	2	27
03:15			1	21	1	22	1	23							3	66	1	22
03:30			0	26	1	31	2	29							3	86	1	29
03:45			3	32	5	22	3	23							11	77	4	26
04:00			1	28	2	22	2	16							5	66	2	22
04:15			7	32	5	30	6	27							18	89	6	30
04:30			3	23	7	27	4	25							14	75	5	25
04:45			3	29	4	31	1	37							8	97	3	32
05:00			6	35	4	30	9	37							19	102	6	34
05:15			11	33	16	42	8	29							35	104	12	35
05:30			13	37	14	39	20	40							47	116	16	39
05:45			16	35	22	31	19	29							57	95	19	32
06:00			23	27	20	31	26	32							69	90	23	30
06:15			30	33	30	25	26	44							86	102	29	34
06:30			35	36	31	24	33	29							99	89	33	30
06:45			25	45	28	28	27	52							80	125	27	42
07:00			25	26	27	31	25	41							77	98	26	33
07:15			36	39	30	46	29	27							95	112	32	37
07:30			16	32	36	23	37	30							89	85	30	28
07:45			33	23	36	32	26	48							95	103	32	34
08:00			22	18	18	21	25	15							65	54	22	18
08:15			17	19	23	14	25	21							65	54	22	18
08:30			41	24	23	13	22	19							86	56	29	19
08:45			17	33	26	23	28	9							71	65	24	22
09:00			15	11	18	8	23	12							56	31	19	10
09:15			24	5	17	9	15	5							56	19	19	6
09:30			16	6	16	14	21	16							53	36	18	12
09:45			18	10	15	8	14	8							47	26	16	9
10:00			13	5	26	8	21	6							60	19	20	6
10:15			21	8	14	4	23	5							58	17	19	6
10:30			22	5	13	4	29	8							64	17	21	6
10:45			27	2	13	1	24	4							64	7	21	2
11:00			19	5	13	1	26	3							58	9	19	3
11:15			32	3	17	7	12	6							61	16	20	5
11:30			17	3	18	3	21	2							56	8	19	3
11:45			25	2	25	2	15	4							65	8	22	3
12:00			32	0	12	1	35	2							79	3	26	1
TOTALS			1705		1614		1748								5067		1698	
AM Times			06:30		07:00		06:45								07:00		07:00	
AM Peaks			121		129		118								356		116	
AM PHF			0.84		0.90		0.80								0.94		0.94	
PM Times			18:30		17:15		18:15								18:30		18:30	
PM Peaks			146		143		166								424		139	
PM PHF			0.81		0.85		0.80								0.85		0.85	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 2/15/2022

Station #: B File: D0215002.prn
Site ID: 000000010744 Info: 22-044 MG MIN
Loc: Pages Dairy Rd 200' E/o Felmor Rd GPS: 30.63920,-81.58505
Direction: EAST

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			15		16		17											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			3	23	3	17	3	30							9	70	3	23
00:30			4	36	0	18	1	32							5	86	2	29
00:45			1	21	0	33	1	30							2	84	1	28
01:00			5	32	0	51	1	34							6	117	2	39
01:15			1	26	1	44	0	20							2	90	1	30
01:30			3	19	3	28	1	23							7	70	2	23
01:45			2	20	0	31	1	32							3	83	1	28
02:00			1	43	2	10	0	52							3	105	1	35
02:15			2	39	1	28	0	40							3	107	1	36
02:30			3	28	0	25	2	35							5	88	2	29
02:45			0	36	1	35	0	22							1	93	0	31
03:00			1	29	0	41	1	45							2	115	1	38
03:15			2	44	0	46	1	40							3	130	1	43
03:30			0	49	0	53	0	40							0	142	0	47
03:45			1	39	0	43	1	50							2	132	1	44
04:00			0	64	2	71	1	59							3	194	1	65
04:15			0	59	1	50	1	53							2	162	1	54
04:30			1	48	0	45	1	70							2	163	1	54
04:45			4	53	5	52	3	45							12	150	4	50
05:00			0	50	0	51	1	60							1	161	0	54
05:15			2	55	1	55	3	48							6	158	2	53
05:30			2	56	4	58	3	46							9	160	3	53
05:45			7	49	5	62	3	56							15	167	5	56
06:00			7	54	5	57	5	55							17	166	6	55
06:15			4	49	6	37	4	58							14	144	5	48
06:30			13	49	3	24	10	74							26	147	9	49
06:45			16	47	17	44	23	51							56	142	19	47
07:00			16	29	17	26	15	41							48	96	16	32
07:15			24	30	24	27	19	35							67	92	22	31
07:30			56	32	46	31	59	28							161	91	54	30
07:45			87	29	94	22	111	24							292	75	97	25
08:00			68	21	56	27	58	23							182	71	61	24
08:15			49	10	39	26	47	15							135	51	45	17
08:30			26	20	39	23	25	14							90	57	30	19
08:45			31	20	23	30	41	8							95	58	32	19
09:00			32	9	33	8	26	13							91	30	30	10
09:15			20	14	35	6	28	14							83	34	28	11
09:30			25	3	21	14	26	10							72	27	24	9
09:45			24	9	24	14	32	5							80	28	27	9
10:00			28	4	19	8	29	8							76	20	25	7
10:15			13	6	20	6	24	5							57	17	19	6
10:30			28	2	21	1	37	3							86	6	29	2
10:45			27	8	23	4	24	9							74	21	25	7
11:00			24	2	21	3	16	4							61	9	20	3
11:15			25	1	30	9	23	3							78	13	26	4
11:30			26	1	22	3	31	7							79	11	26	4
11:45			24	4	11	2	26	3							61	9	20	3
12:00			25	3	21	2	29	3							75	8	25	3
TOTALS			2137		2100		2272								6509		2172	
AM Times			07:30		07:30		07:30								07:30		07:30	
AM Peaks			260		235		275								770		255	
AM PHF			0.75		0.63		0.62								0.66		0.66	
PM Times			16:00		17:15		17:45								16:00		16:00	
PM Peaks			224		232		243								669		222	
PM PHF			0.88		0.94		0.82								0.86		0.87	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2 Page: 2
Starting: 2/15/2022

Station #: B File: D0215002.prn
Site ID: 000000010744 Info: 22-044 MG MIN
Loc: Pages Dairy Rd 200' E/o Felmor Rd GPS: 30.63920,-81.58505
Direction: WEST

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			15		16		17											
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	22	0	24	1	21							1	67	0	22
00:30			1	16	2	27	1	26							4	69	1	23
00:45			3	20	2	36	1	20							6	76	2	25
01:00			0	26	2	33	2	16							4	75	1	25
01:15			1	26	1	24	1	41							3	91	1	30
01:30			1	26	3	20	2	33							6	79	2	26
01:45			1	35	0	36	0	36							1	107	0	36
02:00			0	25	0	19	0	34							0	78	0	26
02:15			0	23	2	15	0	22							2	60	1	20
02:30			1	19	1	20	0	22							2	61	1	20
02:45			1	28	1	23	0	28							2	79	1	26
03:00			4	34	1	23	2	33							7	90	2	30
03:15			1	35	1	26	0	24							2	85	1	28
03:30			0	24	1	38	3	37							4	99	1	33
03:45			3	37	2	16	2	17							7	70	2	23
04:00			1	22	1	28	2	24							4	74	1	25
04:15			4	30	3	29	4	25							11	84	4	28
04:30			1	27	6	26	3	42							10	95	3	32
04:45			4	33	3	22	3	36							10	91	3	30
05:00			5	36	5	41	6	38							16	115	5	38
05:15			11	39	14	43	8	33							33	115	11	38
05:30			11	48	17	44	19	62							47	154	16	51
05:45			15	53	20	33	17	40							52	126	17	42
06:00			22	26	22	44	23	33							67	103	22	34
06:15			32	31	35	35	29	39							96	105	32	35
06:30			33	34	29	40	32	29							94	103	31	34
06:45			27	19	26	24	31	25							84	68	28	23
07:00			35	22	43	25	44	23							122	70	41	23
07:15			92	13	86	10	84	18							262	41	87	14
07:30			89	19	110	14	98	19							297	52	99	17
07:45			59	7	60	14	72	14							191	35	64	12
08:00			33	9	24	7	22	13							79	29	26	10
08:15			41	10	35	7	39	14							115	31	38	10
08:30			56	15	47	12	52	13							155	40	52	13
08:45			54	16	51	7	41	10							146	33	49	11
09:00			32	6	23	7	25	4							80	17	27	6
09:15			12	6	16	12	17	3							45	21	15	7
09:30			14	10	18	9	21	15							53	34	18	11
09:45			23	10	14	7	14	10							51	27	17	9
10:00			18	6	15	9	19	6							52	21	17	7
10:15			15	6	9	4	28	9							52	19	17	6
10:30			19	5	13	3	25	7							57	15	19	5
10:45			24	2	20	1	26	3							70	6	23	2
11:00			21	6	10	3	21	2							52	11	17	4
11:15			21	3	9	6	16	5							46	14	15	5
11:30			15	3	28	2	20	1							63	6	21	2
11:45			22	0	28	3	20	3							70	6	23	2
12:00			31	0	12	2	29	2							72	4	24	1
TOTALS			1877		1824		1955								5656		1878	
AM Times			07:00		07:00		07:00								07:00		07:00	
AM Peaks			275		299		298								872		289	
AM PHF			0.75		0.68		0.76								0.73		0.73	
PM Times			17:00		17:15		17:30								17:00		17:00	
PM Peaks			176		164		174								510		169	
PM PHF			0.83		0.93		0.70								0.83		0.83	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 2/15/2022

Station #: C File: D0215004.prn
Site ID: 000000023837 Info: 22-044 MG MIN
Loc: Pages Dairy Rd 500' W/o Chester Rd GPS: 30.63387,-81.54910
Direction: EAST

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			15		16		17											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			2	29	3	30	3	35							8	94	3	31
00:30			3	43	1	25	1	32							5	100	2	33
00:45			2	30	0	29	0	29							2	88	1	29
01:00			1	39	0	53	0	35							1	127	0	42
01:15			1	30	0	53	2	18							3	101	1	34
01:30			2	21	3	28	0	21							5	70	2	23
01:45			1	30	3	34	1	41							5	105	2	35
02:00			1	47	0	17	1	40							2	104	1	35
02:15			1	39	1	21	0	61							2	121	1	40
02:30			3	42	0	30	2	25							5	97	2	32
02:45			0	27	0	47	0	41							0	115	0	38
03:00			2	38	1	47	0	41							3	126	1	42
03:15			2	38	0	38	1	36							3	112	1	37
03:30			0	46	0	50	0	38							0	134	0	45
03:45			0	29	0	39	3	52							3	120	1	40
04:00			0	53	2	59	0	50							2	162	1	54
04:15			0	59	2	56	1	53							3	168	1	56
04:30			1	46	0	48	1	65							2	159	1	53
04:45			7	51	4	52	2	40							13	143	4	48
05:00			3	57	4	53	4	66							11	176	4	59
05:15			6	44	5	53	4	59							15	156	5	52
05:30			4	54	9	47	5	43							18	144	6	48
05:45			13	55	6	64	14	61							33	180	11	60
06:00			8	49	6	64	8	56							22	169	7	56
06:15			7	55	15	43	8	60							30	158	10	53
06:30			17	40	9	28	13	74							39	142	13	47
06:45			17	54	26	46	32	55							75	155	25	52
07:00			25	27	22	27	29	44							76	98	25	33
07:15			30	32	32	32	26	39							88	103	29	34
07:30			56	33	56	31	62	31							174	95	58	32
07:45			101	29	88	23	104	24							293	76	98	25
08:00			64	26	73	25	84	22							221	73	74	24
08:15			64	12	52	20	67	17							183	49	61	16
08:30			50	20	51	25	36	14							137	59	46	20
08:45			30	24	47	27	44	11							121	62	40	21
09:00			39	18	36	8	39	16							114	42	38	14
09:15			31	15	43	8	32	7							106	30	35	10
09:30			24	4	28	15	33	14							85	33	28	11
09:45			37	10	31	7	33	9							101	26	34	9
10:00			33	8	20	5	27	9							80	22	27	7
10:15			20	4	22	7	33	5							75	16	25	5
10:30			17	3	25	2	38	2							80	7	27	2
10:45			33	7	23	6	30	6							86	19	29	6
11:00			31	4	28	2	39	5							98	11	33	4
11:15			30	2	25	6	20	3							75	11	25	4
11:30			32	0	28	3	28	4							88	7	29	2
11:45			34	5	23	1	31	3							88	9	29	3
12:00			26	1	33	3	26	4							85	8	28	3
TOTALS			2340		2323		2483								7146		2383	
AM Times			07:30		07:30		07:30								07:30		07:30	
AM Peaks			285		269		317								871		289	
AM PHF			0.71		0.76		0.76								0.74		0.74	
PM Times			16:15		17:15		17:45								17:00		17:00	
PM Peaks			213		228		251								656		218	
PM PHF			0.90		0.89		0.85								0.91		0.91	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2 Page: 2
Starting: 2/15/2022

Station #: C File: D0215004.prn
Site ID: 000000023837 Info: 22-044 MG MIN
Loc: Pages Dairy Rd 500' W/o Chester Rd GPS: 30.63387,-81.54910
Direction: WEST

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			15		16		17											
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			1	25	1	34	2	29							4	88	1	29
00:30			1	28	2	38	1	30							4	96	1	32
00:45			2	34	2	38	4	28							8	100	3	33
01:00			0	34	1	32	2	28							3	94	1	31
01:15			0	37	1	28	2	31							3	96	1	32
01:30			1	29	2	31	1	30							4	90	1	30
01:45			0	32	0	32	0	32							0	96	0	32
02:00			1	27	1	22	0	37							2	86	1	29
02:15			0	25	1	22	0	24							1	71	0	24
02:30			0	31	1	34	1	37							2	102	1	34
02:45			2	38	1	30	1	35							4	103	1	34
03:00			2	34	2	33	0	33							4	100	1	33
03:15			2	55	0	38	0	38							2	131	1	44
03:30			1	36	1	32	1	45							3	113	1	38
03:45			1	36	3	36	1	34							5	106	2	35
04:00			0	35	0	35	1	42							1	112	0	37
04:15			2	37	3	34	3	48							8	119	3	40
04:30			0	42	1	43	2	59							3	144	1	48
04:45			4	44	4	40	3	34							11	118	4	39
05:00			3	40	4	44	5	37							12	121	4	40
05:15			11	55	11	58	10	50							32	163	11	54
05:30			8	59	12	55	14	72							34	186	11	62
05:45			12	46	13	56	14	60							39	162	13	54
06:00			13	45	14	46	15	47							42	138	14	46
06:15			15	41	17	43	15	59							47	143	16	48
06:30			23	48	18	43	25	42							66	133	22	44
06:45			21	34	24	31	19	27							64	92	21	31
07:00			37	30	39	28	31	29							107	87	36	29
07:15			68	24	71	20	75	26							214	70	71	23
07:30			87	24	89	30	90	32							266	86	89	29
07:45			50	11	44	17	45	22							139	50	46	17
08:00			20	22	25	11	21	22							66	55	22	18
08:15			38	14	21	24	39	18							98	56	33	19
08:30			46	22	44	20	56	18							146	60	49	20
08:45			35	15	25	17	30	18							90	50	30	17
09:00			26	15	32	10	17	10							75	35	25	12
09:15			12	10	13	15	20	11							45	36	15	12
09:30			17	19	13	13	19	20							49	52	16	17
09:45			16	9	18	12	19	12							53	33	18	11
10:00			16	6	14	6	21	7							51	19	17	6
10:15			20	8	12	7	18	9							50	24	17	8
10:30			34	10	16	4	18	7							68	21	23	7
10:45			25	5	25	6	27	5							77	16	26	5
11:00			17	6	18	5	24	4							59	15	20	5
11:15			18	7	25	5	10	8							53	20	18	7
11:30			22	5	22	2	29	0							73	7	24	2
11:45			25	0	32	4	30	5							87	9	29	3
12:00			32	2	26	1	31	4							89	7	30	2
TOTALS			2078		2029		2167								6274		2092	
AM Times			07:00		07:00		07:00								07:00		07:00	
AM Peaks			242		243		241								726		240	
AM PHF			0.70		0.68		0.67								0.68		0.68	
PM Times			17:15		17:15		17:30								17:15		17:15	
PM Peaks			205		215		238								649		216	
PM PHF			0.87		0.93		0.83								0.87		0.87	

Appendix D
(Existing Conditions Analysis)

Appendix D1
(Existing Conditions – Synchro Printouts)

HCM 6th Signalized Intersection Summary
1: US-17 & SR-200

06/01/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	799	33	240	718	294	30	91	281	321	101	31
Future Volume (veh/h)	74	799	33	240	718	294	30	91	281	321	101	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	868	36	261	780	320	33	99	0	349	110	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	1118	46	321	1322	410	60	1088		420	1400	
Arrive On Green	0.06	0.22	0.22	0.09	0.26	0.26	0.03	0.31	0.00	0.12	0.39	0.00
Sat Flow, veh/h	3456	5029	208	3456	5106	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	80	587	317	261	780	320	33	99	0	349	110	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1833	1728	1702	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.6	11.3	11.4	5.2	9.4	13.1	1.3	1.4	0.0	6.9	1.4	0.0
Cycle Q Clear(g_c), s	1.6	11.3	11.4	5.2	9.4	13.1	1.3	1.4	0.0	6.9	1.4	0.0
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	757	408	321	1322	410	60	1088		420	1400	
V/C Ratio(X)	0.41	0.78	0.78	0.81	0.59	0.78	0.55	0.09		0.83	0.08	
Avail Cap(c_a), veh/h	247	875	471	321	1422	442	140	1088		420	1400	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.9	25.6	25.6	31.2	22.7	24.1	33.3	17.3	0.0	30.1	13.3	0.0
Incr Delay (d2), s/veh	1.4	3.8	7.0	14.7	0.6	8.2	7.5	0.2	0.0	13.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.5	5.2	2.6	3.4	5.3	0.6	0.5	0.0	3.4	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	29.4	32.6	45.9	23.3	32.3	40.8	17.5	0.0	43.3	13.4	0.0
LnGrp LOS	C	C	C	D	C	C	D	B		D	B	
Approach Vol, veh/h		984			1361			132	A		459	A
Approach Delay, s/veh		30.8			29.7			23.3			36.2	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	25.9	11.0	20.1	6.9	32.1	8.4	22.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	19.0	6.5	18.0	5.5	22.0	5.0	19.5
Max Q Clear Time (g_c+I1), s	8.9	3.4	7.2	13.4	3.3	3.4	3.6	15.1
Green Ext Time (p_c), s	0.0	0.4	0.0	2.2	0.0	0.5	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

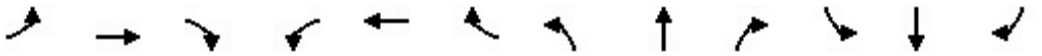
Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	13	23.5	11	22.5	10	26.5	9.5	24
Maximum Split (%)	18.6%	33.6%	15.7%	32.1%	14.3%	37.9%	13.6%	34.3%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	57	0	23.5	34.5	57	67	23.5	33
End Time (s)	0	23.5	34.5	57	67	23.5	33	57
Yield/Force Off (s)	65.5	19	30	52.5	62.5	19	28.5	52.5
Yield/Force Off 170(s)	65.5	8	30	41.5	62.5	8	28.5	41.5
Local Start Time (s)	57	0	23.5	34.5	57	67	23.5	33
Local Yield (s)	65.5	19	30	52.5	62.5	19	28.5	52.5
Local Yield 170(s)	65.5	8	30	41.5	62.5	8	28.5	41.5

Intersection Summary	
Cycle Length	70
Control Type	Actuated-Coordinated
Natural Cycle	70
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 1: US-17 & SR-200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1618	125	199	1488	78	60	26	201	166	52	81
Future Volume (veh/h)	17	1618	125	199	1488	78	60	26	201	166	52	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	1759	136	216	1617	85	65	28	218	180	57	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	1890	587	251	2506	778	375	435	368	431	162	250
Arrive On Green	0.02	0.37	0.37	0.14	0.49	0.49	0.04	0.23	0.23	0.06	0.24	0.24
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	663	1023
Grp Volume(v), veh/h	18	1759	136	216	1617	85	65	28	218	180	0	145
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1686
Q Serve(g_s), s	0.9	29.8	5.3	10.7	21.2	2.6	2.5	1.0	11.0	5.1	0.0	6.4
Cycle Q Clear(g_c), s	0.9	29.8	5.3	10.7	21.2	2.6	2.5	1.0	11.0	5.1	0.0	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	36	1890	587	251	2506	778	375	435	368	431	0	412
V/C Ratio(X)	0.50	0.93	0.23	0.86	0.65	0.11	0.17	0.06	0.59	0.42	0.00	0.35
Avail Cap(c_a), veh/h	99	1901	590	267	2506	778	397	435	368	431	0	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	27.2	19.5	37.8	17.1	12.3	24.6	26.9	30.7	25.7	0.0	28.1
Incr Delay (d2), s/veh	10.4	8.8	0.2	22.9	0.6	0.1	0.2	0.3	6.8	0.6	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	13.0	1.9	6.2	7.9	0.9	1.0	0.5	4.8	3.1	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.1	36.0	19.7	60.7	17.7	12.4	24.8	27.2	37.6	26.4	0.0	30.5
LnGrp LOS	D	D	B	E	B	B	C	C	D	C	A	C
Approach Vol, veh/h		1913			1918			311			325	
Approach Delay, s/veh		35.1			22.3			34.0			28.2	
Approach LOS		D			C			C			C	

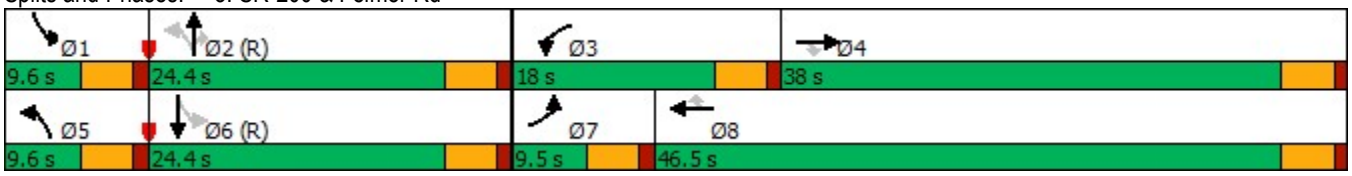
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	25.4	17.2	37.8	8.5	26.5	6.3	48.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	19.9	13.5	33.5	5.1	19.9	5.0	42.0
Max Q Clear Time (g_c+I1), s	7.1	13.0	12.7	31.8	4.5	8.4	2.9	23.2
Green Ext Time (p_c), s	0.0	0.5	0.1	1.5	0.0	0.5	0.0	11.9

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	9.6	24.4	18	38	9.6	24.4	9.5	46.5
Maximum Split (%)	10.7%	27.1%	20.0%	42.2%	10.7%	27.1%	10.6%	51.7%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	80.4	0	24.4	42.4	80.4	0	24.4	33.9
End Time (s)	0	24.4	42.4	80.4	0	24.4	33.9	80.4
Yield/Force Off (s)	85.5	19.9	37.9	75.9	85.5	19.9	29.4	75.9
Yield/Force Off 170(s)	85.5	8.9	37.9	64.9	85.5	8.9	29.4	64.9
Local Start Time (s)	80.4	0	24.4	42.4	80.4	0	24.4	33.9
Local Yield (s)	85.5	19.9	37.9	75.9	85.5	19.9	29.4	75.9
Local Yield 170(s)	85.5	8.9	37.9	64.9	85.5	8.9	29.4	64.9

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 3: SR-200 & Felmor Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1075	233	77	739	22	379	62	112	131	75	105
Future Volume (veh/h)	98	1075	233	77	739	22	379	62	112	131	75	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	1168	253	84	803	24	412	67	122	142	82	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	1331	413	199	1305	405	469	1272	567	231	1027	458
Arrive On Green	0.06	0.26	0.26	0.06	0.26	0.26	0.14	0.36	0.36	0.07	0.29	0.29
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	107	1168	253	84	803	24	412	67	122	142	82	114
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.1	15.4	9.8	1.6	9.7	0.8	8.2	0.9	3.7	2.8	1.2	3.9
Cycle Q Clear(g_c), s	2.1	15.4	9.8	1.6	9.7	0.8	8.2	0.9	3.7	2.8	1.2	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	1331	413	199	1305	405	469	1272	567	231	1027	458
V/C Ratio(X)	0.50	0.88	0.61	0.42	0.62	0.06	0.88	0.05	0.22	0.61	0.08	0.25
Avail Cap(c_a), veh/h	272	1349	419	247	1313	408	469	1272	567	336	1027	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	24.8	22.8	31.9	23.0	19.7	29.7	14.7	15.6	31.8	18.1	19.1
Incr Delay (d2), s/veh	1.8	6.8	2.6	1.4	0.9	0.1	17.1	0.1	0.9	2.6	0.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	6.6	3.7	0.7	3.8	0.3	4.4	0.3	1.4	1.2	0.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	31.6	25.3	33.3	23.9	19.8	46.8	14.8	16.5	34.4	18.3	20.4
LnGrp LOS	C	C	C	C	C	B	D	B	B	C	B	C
Approach Vol, veh/h		1528			911			601			338	
Approach Delay, s/veh		30.7			24.6			37.1			25.8	
Approach LOS		C			C			D			C	

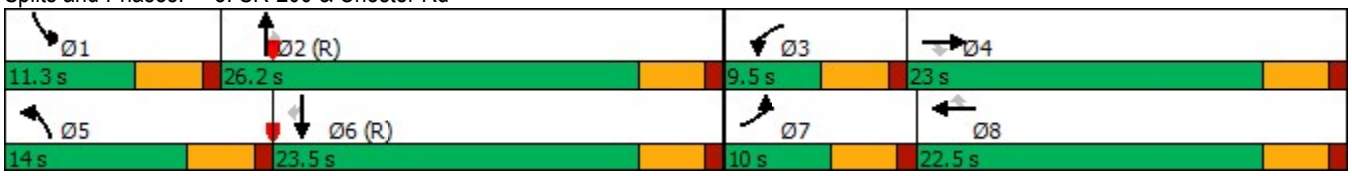
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	29.5	8.5	22.7	14.0	24.7	8.9	22.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.8	21.7	5.0	18.5	9.5	19.0	5.5	18.0
Max Q Clear Time (g_c+I1), s	4.8	5.7	3.6	17.4	10.2	5.9	4.1	11.7
Green Ext Time (p_c), s	0.1	0.6	0.0	0.9	0.0	0.6	0.0	2.8

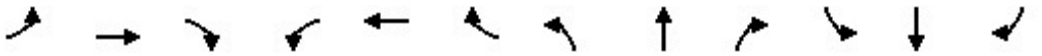
Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	11.3	26.2	9.5	23	14	23.5	10	22.5
Maximum Split (%)	16.1%	37.4%	13.6%	32.9%	20.0%	33.6%	14.3%	32.1%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	56	67.3	23.5	33	56	0	23.5	33.5
End Time (s)	67.3	23.5	33	56	0	23.5	33.5	56
Yield/Force Off (s)	62.8	19	28.5	51.5	65.5	19	29	51.5
Yield/Force Off 170(s)	62.8	8	28.5	40.5	65.5	8	29	40.5
Local Start Time (s)	56	67.3	23.5	33	56	0	23.5	33.5
Local Yield (s)	62.8	19	28.5	51.5	65.5	19	29	51.5
Local Yield 170(s)	62.8	8	28.5	40.5	65.5	8	29	40.5

Intersection Summary	
Cycle Length	70
Control Type	Actuated-Coordinated
Natural Cycle	70
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 5: SR-200 & Chester Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	0	222	0	0	0	46	108	0	0	322	69
Future Volume (veh/h)	38	0	222	0	0	0	46	108	0	0	322	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	0	241	0	0	0	50	117	0	0	350	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	331	281	2	2	2	713	2524	0	90	2175	970
Arrive On Green	0.18	0.00	0.18	0.00	0.00	0.00	0.04	0.71	0.00	0.00	0.61	0.61
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3647	0	1275	3554	1585
Grp Volume(v), veh/h	41	0	241	0	0	0	50	117	0	0	350	75
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	0	1275	1777	1585
Q Serve(g_s), s	1.6	0.0	11.8	0.0	0.0	0.0	0.7	0.8	0.0	0.0	3.4	1.5
Cycle Q Clear(g_c), s	1.6	0.0	11.8	0.0	0.0	0.0	0.7	0.8	0.0	0.0	3.4	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	316	331	281	2	2	2	713	2524	0	90	2175	970
V/C Ratio(X)	0.13	0.00	0.86	0.00	0.00	0.00	0.07	0.05	0.00	0.00	0.16	0.08
Avail Cap(c_a), veh/h	412	433	367	401	421	357	761	2524	0	90	2175	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	31.9	0.0	0.0	0.0	4.4	3.5	0.0	0.0	6.7	6.3
Incr Delay (d2), s/veh	0.2	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	5.5	0.0	0.0	0.0	0.2	0.2	0.0	0.0	1.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	0.0	46.5	0.0	0.0	0.0	4.5	3.5	0.0	0.0	6.8	6.5
LnGrp LOS	C	A	D	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		282			0			167			425	
Approach Delay, s/veh		43.8			0.0			3.8			6.8	
Approach LOS		D						A			A	

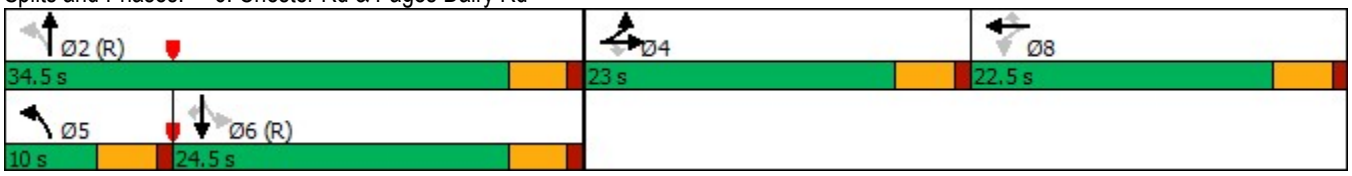
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		61.3		18.7	7.9	53.5		0.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		30.0		18.5	5.5	20.0		18.0				
Max Q Clear Time (g_c+I1), s		2.8		13.8	2.7	5.4		0.0				
Green Ext Time (p_c), s		0.7		0.4	0.0	2.2		0.0				

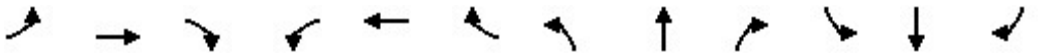
Intersection Summary												
HCM 6th Ctrl Delay			18.2									
HCM 6th LOS			B									

Phase Number	2	4	5	6	8
Movement	NBTL	EBTL	NBL	SBTL	WBTL
Lead/Lag			Lead	Lag	
Lead-Lag Optimize			Yes	Yes	
Recall Mode	C-Max	None	None	C-Max	None
Maximum Split (s)	34.5	23	10	24.5	22.5
Maximum Split (%)	43.1%	28.8%	12.5%	30.6%	28.1%
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)	7	7		7	7
Flash Dont Walk (s)	11	11		11	11
Dual Entry	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	70	24.5	70	0	47.5
End Time (s)	24.5	47.5	0	24.5	70
Yield/Force Off (s)	20	43	75.5	20	65.5
Yield/Force Off 170(s)	9	32	75.5	9	54.5
Local Start Time (s)	70	24.5	70	0	47.5
Local Yield (s)	20	43	75.5	20	65.5
Local Yield 170(s)	9	32	75.5	9	54.5

Intersection Summary	
Cycle Length	80
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 6: Chester Rd & Pages Dairy Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	1454	19	15	872	46	6	2	6	178	3	42
Future Volume (veh/h)	48	1454	19	15	872	46	6	2	6	178	3	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	1580	21	16	948	50	7	2	7	193	3	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1708	530	34	1573	488	608	165	579	637	37	571
Arrive On Green	0.05	0.33	0.33	0.02	0.31	0.31	0.01	0.45	0.45	0.38	0.38	0.38
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	365	1276	1406	98	1502
Grp Volume(v), veh/h	52	1580	21	16	948	50	7	0	9	193	0	49
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1641	1406	0	1600
Q Serve(g_s), s	2.0	20.9	0.6	0.6	11.0	1.6	0.2	0.0	0.2	6.9	0.0	1.4
Cycle Q Clear(g_c), s	2.0	20.9	0.6	0.6	11.0	1.6	0.2	0.0	0.2	6.9	0.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.78	1.00		0.94
Lane Grp Cap(c), veh/h	81	1708	530	34	1573	488	608	0	744	637	0	608
V/C Ratio(X)	0.64	0.93	0.04	0.47	0.60	0.10	0.01	0.00	0.01	0.30	0.00	0.08
Avail Cap(c_a), veh/h	160	1714	532	127	1619	503	719	0	744	637	0	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.9	22.4	15.7	34.0	20.6	17.3	12.0	0.0	10.5	15.6	0.0	13.9
Incr Delay (d2), s/veh	8.2	9.0	0.0	9.8	0.6	0.1	0.0	0.0	0.0	1.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	9.1	0.2	0.4	4.2	0.6	0.1	0.0	0.1	2.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	31.5	15.7	43.7	21.2	17.4	12.0	0.0	10.5	16.8	0.0	14.1
LnGrp LOS	D	C	B	D	C	B	B	A	B	B	A	B
Approach Vol, veh/h		1653			1014			16			242	
Approach Delay, s/veh		31.6			21.3			11.2			16.3	
Approach LOS		C			C			B			B	

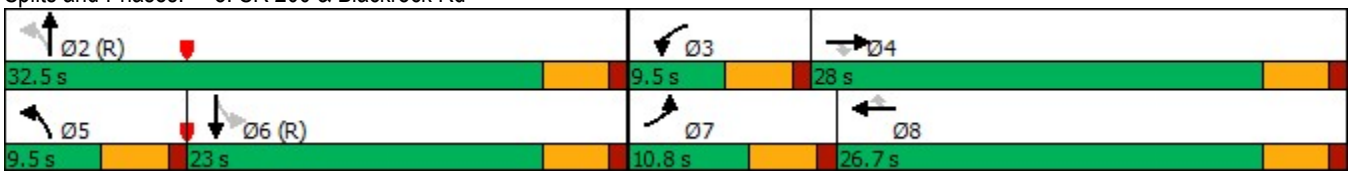
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		36.3	5.8	27.9	5.1	31.1	7.7	26.1				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		28.0	5.0	23.5	5.0	18.5	6.3	22.2				
Max Q Clear Time (g_c+I1), s		2.2	2.6	22.9	2.2	8.9	4.0	13.0				
Green Ext Time (p_c), s		0.0	0.0	0.5	0.0	0.6	0.0	4.4				

Intersection Summary												
HCM 6th Ctrl Delay			26.6									
HCM 6th LOS			C									

Phase Number	2	3	4	5	6	7	8
Movement	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag		Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	32.5	9.5	28	9.5	23	10.8	26.7
Maximum Split (%)	46.4%	13.6%	40.0%	13.6%	32.9%	15.4%	38.1%
Minimum Split (s)	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)	7		7		7		7
Flash Dont Walk (s)	11		11		11		11
Dual Entry	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	60.5	23	32.5	60.5	0	23	33.8
End Time (s)	23	32.5	60.5	0	23	33.8	60.5
Yield/Force Off (s)	18.5	28	56	65.5	18.5	29.3	56
Yield/Force Off 170(s)	7.5	28	45	65.5	7.5	29.3	45
Local Start Time (s)	60.5	23	32.5	60.5	0	23	33.8
Local Yield (s)	18.5	28	56	65.5	18.5	29.3	56
Local Yield 170(s)	7.5	28	45	65.5	7.5	29.3	45

Intersection Summary	
Cycle Length	70
Control Type	Actuated-Coordinated
Natural Cycle	70
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 8: SR 200 & Blackrock Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	209	121	92	175	16	19
Future Volume (vph)	209	121	92	175	16	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			651	534	
Travel Time (s)	12.6			14.8	12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	227	132	100	190	17	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	227	132	100	190	17	21
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	209	121	92	175	16	19
Future Vol, veh/h	209	121	92	175	16	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	227	132	100	190	17	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	359	0	617	227
Stage 1	-	-	-	-	227	-
Stage 2	-	-	-	-	390	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1200	-	453	812
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	684	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1200	-	415	812
Mov Cap-2 Maneuver	-	-	-	-	415	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	627	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	415	812	-	-	1200	-
HCM Lane V/C Ratio	0.042	0.025	-	-	0.083	-
HCM Control Delay (s)	14.1	9.5	-	-	8.3	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.3	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	134	375	28	7	358	87	4	16	11	40	50	63
Future Volume (vph)	134	375	28	7	358	87	4	16	11	40	50	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	185		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.971			0.951			0.944	
Flt Protected	0.950			0.950				0.994			0.987	
Satd. Flow (prot)	1770	3504	0	1770	3437	0	0	1761	0	0	1736	0
Flt Permitted	0.950			0.950				0.994			0.987	
Satd. Flow (perm)	1770	3504	0	1770	3437	0	0	1761	0	0	1736	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1062			523			462			718	
Travel Time (s)		24.1			11.9			10.5			16.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	146	408	30	8	389	95	4	17	12	43	54	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	438	0	8	484	0	0	33	0	0	165	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	134	375	28	7	358	87	4	16	11	40	50	63
Future Vol, veh/h	134	375	28	7	358	87	4	16	11	40	50	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	185	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	146	408	30	8	389	95	4	17	12	43	54	68

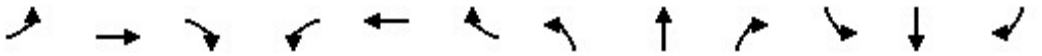
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	484	0	0	438	0	0	953	1215	219	958	1183	242
Stage 1	-	-	-	-	-	-	715	715	-	453	453	-
Stage 2	-	-	-	-	-	-	238	500	-	505	730	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1075	-	-	1118	-	-	214	180	785	212	188	759
Stage 1	-	-	-	-	-	-	388	433	-	556	568	-
Stage 2	-	-	-	-	-	-	744	541	-	518	426	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1075	-	-	1118	-	-	129	154	785	170	161	759
Mov Cap-2 Maneuver	-	-	-	-	-	-	129	154	-	170	161	-
Stage 1	-	-	-	-	-	-	335	374	-	480	564	-
Stage 2	-	-	-	-	-	-	607	537	-	420	368	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	2.2	0.1	25.6	46.8
HCM LOS			D	E

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	208	1118	-	-	1075	-	- 243
HCM Lane V/C Ratio	0.162	0.007	-	-	0.135	-	- 0.684
HCM Control Delay (s)	25.6	8.2	-	-	8.9	-	- 46.8
HCM Lane LOS	D	A	-	-	A	-	- E
HCM 95th %tile Q(veh)	0.6	0	-	-	0.5	-	- 4.4

HCM 6th Signalized Intersection Summary
1: US-17 & SR-200

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	904	37	383	995	429	71	136	347	361	142	33
Future Volume (veh/h)	111	904	37	383	995	429	71	136	347	361	142	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	983	40	416	1082	466	77	148	0	392	154	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	1180	48	484	1599	496	99	915		442	1172	
Arrive On Green	0.06	0.23	0.23	0.14	0.31	0.31	0.06	0.26	0.00	0.13	0.33	0.00
Sat Flow, veh/h	3456	5033	205	3456	5106	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	121	664	359	416	1082	466	77	148	0	392	154	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1834	1728	1702	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.6	13.9	14.0	8.8	13.9	21.5	3.2	2.4	0.0	8.4	2.3	0.0
Cycle Q Clear(g_c), s	2.6	13.9	14.0	8.8	13.9	21.5	3.2	2.4	0.0	8.4	2.3	0.0
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	798	430	484	1599	496	99	915		442	1172	
V/C Ratio(X)	0.57	0.83	0.83	0.86	0.68	0.94	0.77	0.16		0.89	0.13	
Avail Cap(c_a), veh/h	230	817	440	484	1600	497	209	915		442	1172	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.2	27.3	27.3	31.5	22.4	25.1	34.9	21.6	0.0	32.2	17.6	0.0
Incr Delay (d2), s/veh	2.8	7.2	12.7	14.5	1.2	25.9	12.0	0.4	0.0	19.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.9	7.0	4.4	5.1	10.7	1.6	1.0	0.0	4.4	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	34.5	40.1	46.0	23.6	50.9	47.0	22.0	0.0	51.2	17.8	0.0
LnGrp LOS	D	C	D	D	C	D	D	C		D	B	
Approach Vol, veh/h		1144			1964			225	A		546	A
Approach Delay, s/veh		36.5			34.8			30.5			41.8	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	23.8	15.0	22.1	8.7	29.2	9.1	28.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.6	18.9	10.5	18.0	8.8	19.7	5.0	23.5
Max Q Clear Time (g_c+I1), s	10.4	4.4	10.8	16.0	5.2	4.3	4.6	23.5
Green Ext Time (p_c), s	0.0	0.6	0.0	1.2	0.0	0.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

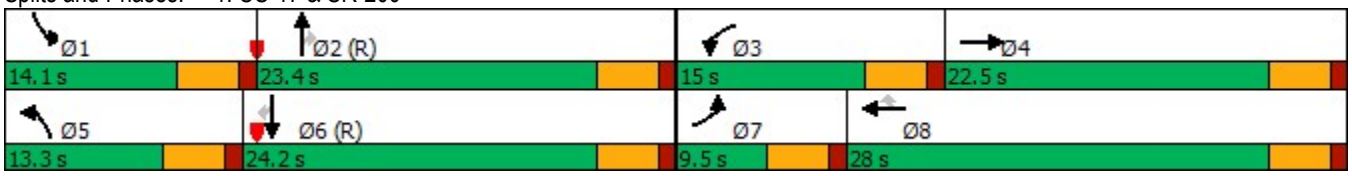
Notes

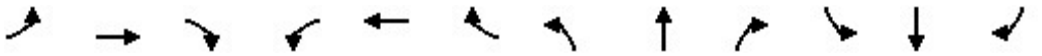
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	14.1	23.4	15	22.5	13.3	24.2	9.5	28
Maximum Split (%)	18.8%	31.2%	20.0%	30.0%	17.7%	32.3%	12.7%	37.3%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	60.9	0	23.4	38.4	60.9	74.2	23.4	32.9
End Time (s)	0	23.4	38.4	60.9	74.2	23.4	32.9	60.9
Yield/Force Off (s)	70.5	18.9	33.9	56.4	69.7	18.9	28.4	56.4
Yield/Force Off 170(s)	70.5	7.9	33.9	45.4	69.7	7.9	28.4	45.4
Local Start Time (s)	60.9	0	23.4	38.4	60.9	74.2	23.4	32.9
Local Yield (s)	70.5	18.9	33.9	56.4	69.7	18.9	28.4	56.4
Local Yield 170(s)	70.5	7.9	33.9	45.4	69.7	7.9	28.4	45.4

Intersection Summary	
Cycle Length	75
Control Type	Actuated-Coordinated
Natural Cycle	75
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 1: US-17 & SR-200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1826	98	357	2059	44	103	24	203	39	25	41
Future Volume (veh/h)	8	1826	98	357	2059	44	103	24	203	39	25	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1985	107	388	2238	48	112	26	221	42	27	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	20	1864	579	369	2864	889	376	399	339	358	125	208
Arrive On Green	0.01	0.37	0.37	0.21	0.56	0.56	0.05	0.21	0.21	0.03	0.20	0.20
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	630	1051
Grp Volume(v), veh/h	9	1985	107	388	2238	48	112	26	221	42	0	72
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1681
Q Serve(g_s), s	0.5	36.5	4.6	20.7	34.3	1.4	5.0	1.1	12.7	1.9	0.0	3.6
Cycle Q Clear(g_c), s	0.5	36.5	4.6	20.7	34.3	1.4	5.0	1.1	12.7	1.9	0.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	20	1864	579	369	2864	889	376	399	339	358	0	333
V/C Ratio(X)	0.46	1.07	0.18	1.05	0.78	0.05	0.30	0.07	0.65	0.12	0.00	0.22
Avail Cap(c_a), veh/h	89	1864	579	369	2864	889	376	399	339	385	0	333
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.1	31.7	21.6	39.7	17.2	9.9	30.3	31.4	35.9	30.2	0.0	33.6
Incr Delay (d2), s/veh	15.6	40.7	0.2	61.3	1.5	0.0	0.4	0.3	9.4	0.1	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	21.4	1.7	15.2	12.8	0.5	2.2	0.5	5.8	0.8	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	72.4	21.8	100.9	18.6	10.0	30.7	31.7	45.4	30.3	0.0	35.1
LnGrp LOS	E	F	C	F	B	A	C	C	D	C	A	D
Approach Vol, veh/h		2101			2674			359			114	
Approach Delay, s/veh		69.8			30.4			39.8			33.3	
Approach LOS		E			C			D			C	

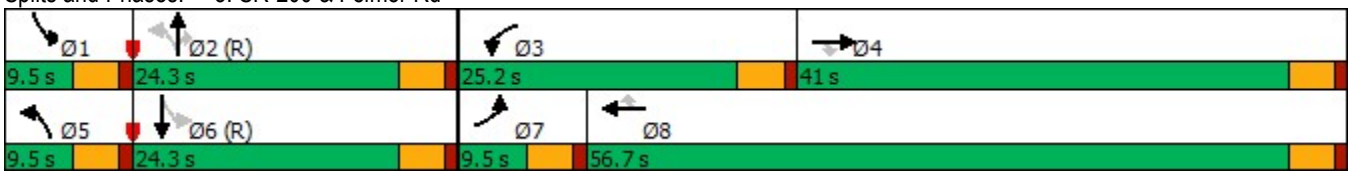
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	25.9	25.2	41.0	9.5	24.3	5.6	60.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	19.8	20.7	36.5	5.0	19.8	5.0	52.2
Max Q Clear Time (g_c+I1), s	3.9	14.7	22.7	38.5	7.0	5.6	2.5	36.3
Green Ext Time (p_c), s	0.0	0.4	0.0	0.0	0.0	0.2	0.0	13.4

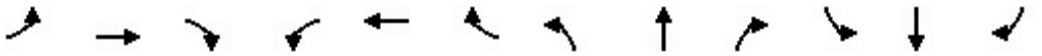
Intersection Summary	
HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	9.5	24.3	25.2	41	9.5	24.3	9.5	56.7
Maximum Split (%)	9.5%	24.3%	25.2%	41.0%	9.5%	24.3%	9.5%	56.7%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	90.5	0	24.3	49.5	90.5	0	24.3	33.8
End Time (s)	0	24.3	49.5	90.5	0	24.3	33.8	90.5
Yield/Force Off (s)	95.5	19.8	45	86	95.5	19.8	29.3	86
Yield/Force Off 170(s)	95.5	8.8	45	75	95.5	8.8	29.3	75
Local Start Time (s)	90.5	0	24.3	49.5	90.5	0	24.3	33.8
Local Yield (s)	95.5	19.8	45	86	95.5	19.8	29.3	86
Local Yield 170(s)	95.5	8.8	45	75	95.5	8.8	29.3	75

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 3: SR-200 & Felmor Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	249	982	377	166	1363	61	339	181	96	132	167	132
Future Volume (veh/h)	249	982	377	166	1363	61	339	181	96	132	167	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	271	1067	410	180	1482	66	368	197	104	143	182	143
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	1706	530	263	1615	501	415	1071	478	220	870	388
Arrive On Green	0.09	0.33	0.33	0.08	0.32	0.32	0.12	0.30	0.30	0.06	0.24	0.24
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	271	1067	410	180	1482	66	368	197	104	143	182	143
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.2	14.1	18.6	4.1	22.4	2.4	8.4	3.3	3.9	3.2	3.3	6.0
Cycle Q Clear(g_c), s	6.2	14.1	18.6	4.1	22.4	2.4	8.4	3.3	3.9	3.2	3.3	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	1706	530	263	1615	501	415	1071	478	220	870	388
V/C Ratio(X)	0.84	0.63	0.77	0.69	0.92	0.13	0.89	0.18	0.22	0.65	0.21	0.37
Avail Cap(c_a), veh/h	324	1706	530	371	1628	505	415	1071	478	311	870	388
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	22.4	23.9	36.0	26.3	19.5	34.7	20.7	20.9	36.6	24.0	25.1
Incr Delay (d2), s/veh	17.1	0.7	7.0	3.2	8.6	0.1	20.2	0.4	1.0	3.2	0.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	5.5	7.6	1.8	9.9	0.9	4.6	1.4	1.5	1.4	1.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	23.1	31.0	39.2	35.0	19.6	54.8	21.1	21.9	39.8	24.6	27.8
LnGrp LOS	D	C	C	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1748			1728			669			468	
Approach Delay, s/veh		29.6			34.8			39.8			30.2	
Approach LOS		C			C			D			C	

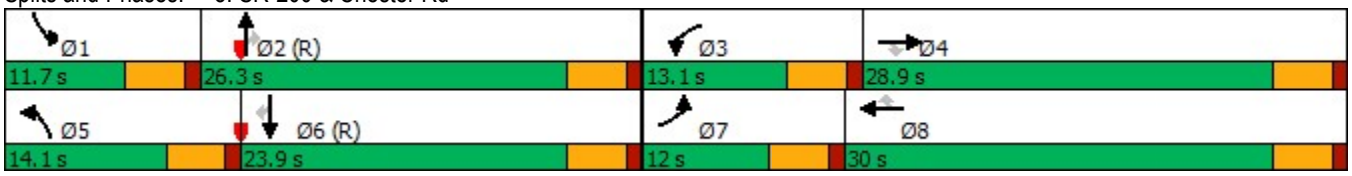
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	28.6	10.6	31.2	14.1	24.1	12.0	29.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.2	21.8	8.6	24.4	9.6	19.4	7.5	25.5
Max Q Clear Time (g_c+I1), s	5.2	5.9	6.1	20.6	10.4	8.0	8.2	24.4
Green Ext Time (p_c), s	0.1	1.4	0.1	2.7	0.0	1.2	0.0	0.9

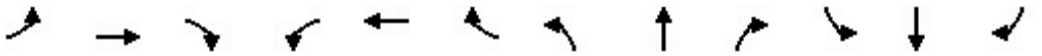
Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	11.7	26.3	13.1	28.9	14.1	23.9	12	30
Maximum Split (%)	14.6%	32.9%	16.4%	36.1%	17.6%	29.9%	15.0%	37.5%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	65.9	77.6	23.9	37	65.9	0	23.9	35.9
End Time (s)	77.6	23.9	37	65.9	0	23.9	35.9	65.9
Yield/Force Off (s)	73.1	19.4	32.5	61.4	75.5	19.4	31.4	61.4
Yield/Force Off 170(s)	73.1	8.4	32.5	50.4	75.5	8.4	31.4	50.4
Local Start Time (s)	65.9	77.6	23.9	37	65.9	0	23.9	35.9
Local Yield (s)	73.1	19.4	32.5	61.4	75.5	19.4	31.4	61.4
Local Yield 170(s)	73.1	8.4	32.5	50.4	75.5	8.4	31.4	50.4

Intersection Summary	
Cycle Length	80
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 5: SR-200 & Chester Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	0	201	0	0	0	196	468	0	0	260	52
Future Volume (veh/h)	97	0	201	0	0	0	196	468	0	0	260	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	0	218	0	0	0	213	509	0	0	283	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	312	264	90	49	41	796	2561	0	90	2119	945
Arrive On Green	0.08	0.00	0.17	0.00	0.00	0.00	0.07	0.72	0.00	0.00	0.60	0.60
Sat Flow, veh/h	1781	1870	1585	1418	1870	1585	1781	3647	0	891	3554	1585
Grp Volume(v), veh/h	105	0	218	0	0	0	213	509	0	0	283	57
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1418	1870	1585	1781	1777	0	891	1777	1585
Q Serve(g_s), s	4.6	0.0	10.6	0.0	0.0	0.0	3.4	3.7	0.0	0.0	2.8	1.2
Cycle Q Clear(g_c), s	4.6	0.0	10.6	0.0	0.0	0.0	3.4	3.7	0.0	0.0	2.8	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	150	312	264	90	49	41	796	2561	0	90	2119	945
V/C Ratio(X)	0.70	0.00	0.82	0.00	0.00	0.00	0.27	0.20	0.00	0.00	0.13	0.06
Avail Cap(c_a), veh/h	401	947	802	372	421	357	841	2561	0	90	2119	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	0.0	32.2	0.0	0.0	0.0	4.6	3.6	0.0	0.0	7.1	6.8
Incr Delay (d2), s/veh	5.7	0.0	6.4	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	4.4	0.0	0.0	0.0	1.0	1.1	0.0	0.0	1.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	0.0	38.6	0.0	0.0	0.0	4.7	3.8	0.0	0.0	7.2	6.9
LnGrp LOS	D	A	D	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		323			0			722			340	
Approach Delay, s/veh		39.5			0.0			4.1			7.2	
Approach LOS		D						A			A	

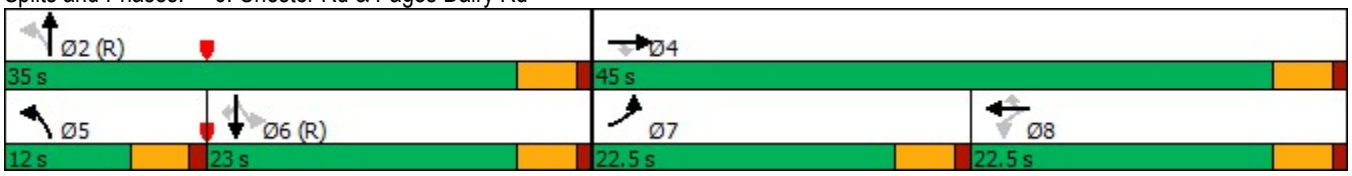
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		62.2		17.8	10.0	52.2	11.3	6.6				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		30.5		40.5	7.5	18.5	18.0	18.0				
Max Q Clear Time (g_c+I1), s		5.7		12.6	5.4	4.8	6.6	0.0				
Green Ext Time (p_c), s		3.6		0.7	0.1	1.6	0.2	0.0				

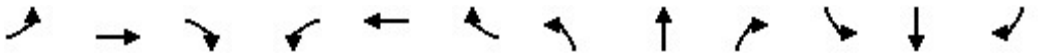
Intersection Summary		
HCM 6th Ctrl Delay		13.1
HCM 6th LOS		B

Phase Number	2	4	5	6	7	8
Movement	NBTL	EBT	NBL	SBTL	EBL	WBTL
Lead/Lag			Lead	Lag	Lead	Lag
Lead-Lag Optimize			Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	C-Max	None	None
Maximum Split (s)	35	45	12	23	22.5	22.5
Maximum Split (%)	43.8%	56.3%	15.0%	28.8%	28.1%	28.1%
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)	7	7		7	7	7
Flash Dont Walk (s)	11	11		11	11	11
Dual Entry	Yes	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	68	23	68	0	23	45.5
End Time (s)	23	68	0	23	45.5	68
Yield/Force Off (s)	18.5	63.5	75.5	18.5	41	63.5
Yield/Force Off 170(s)	7.5	52.5	75.5	7.5	30	52.5
Local Start Time (s)	68	23	68	0	23	45.5
Local Yield (s)	18.5	63.5	75.5	18.5	41	63.5
Local Yield 170(s)	7.5	52.5	75.5	7.5	30	52.5

Intersection Summary	
Cycle Length	80
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 6: Chester Rd & Pages Dairy Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1294	11	8	1671	164	13	2	14	99	3	69
Future Volume (veh/h)	78	1294	11	8	1671	164	13	2	14	99	3	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	1407	12	9	1816	178	14	2	15	108	3	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	2190	680	20	1936	601	479	72	541	519	19	464
Arrive On Green	0.06	0.43	0.43	0.01	0.38	0.38	0.02	0.38	0.38	0.30	0.30	0.30
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	190	1424	1396	61	1533
Grp Volume(v), veh/h	85	1407	12	9	1816	178	14	0	17	108	0	78
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1614	1396	0	1594
Q Serve(g_s), s	3.5	16.3	0.3	0.4	25.7	5.9	0.4	0.0	0.5	4.4	0.0	2.7
Cycle Q Clear(g_c), s	3.5	16.3	0.3	0.4	25.7	5.9	0.4	0.0	0.5	4.4	0.0	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.88	1.00		0.96
Lane Grp Cap(c), veh/h	109	2190	680	20	1936	601	479	0	613	519	0	483
V/C Ratio(X)	0.78	0.64	0.02	0.44	0.94	0.30	0.03	0.00	0.03	0.21	0.00	0.16
Avail Cap(c_a), veh/h	119	2190	680	119	1940	602	567	0	613	519	0	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.7	16.9	12.3	36.8	22.4	16.3	16.3	0.0	14.6	19.8	0.0	19.2
Incr Delay (d2), s/veh	25.8	0.6	0.0	14.4	9.5	0.3	0.0	0.0	0.1	0.9	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.0	0.1	0.2	11.1	2.1	0.2	0.0	0.2	1.5	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	17.5	12.3	51.3	31.9	16.6	16.3	0.0	14.7	20.7	0.0	19.9
LnGrp LOS	E	B	B	D	C	B	B	A	B	C	A	B
Approach Vol, veh/h		1504			2003			31			186	
Approach Delay, s/veh		19.9			30.6			15.4			20.3	
Approach LOS		B			C			B			C	

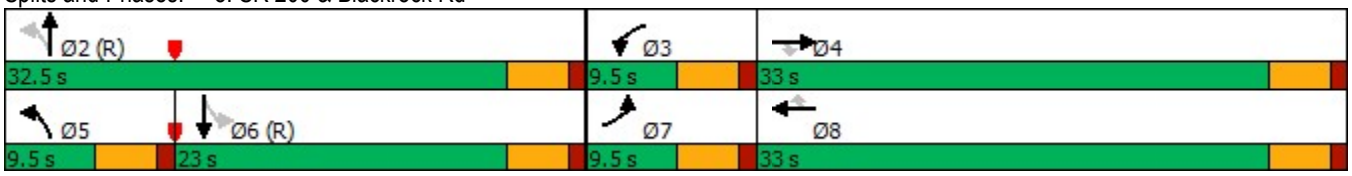
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		33.0	5.4	36.7	5.8	27.2	9.1	32.9				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		28.0	5.0	28.5	5.0	18.5	5.0	28.5				
Max Q Clear Time (g_c+I1), s		2.5	2.4	18.3	2.4	6.4	5.5	27.7				
Green Ext Time (p_c), s		0.0	0.0	6.6	0.0	0.5	0.0	0.7				

Intersection Summary												
HCM 6th Ctrl Delay			25.7									
HCM 6th LOS			C									

Phase Number	2	3	4	5	6	7	8
Movement	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag		Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	32.5	9.5	33	9.5	23	9.5	33
Maximum Split (%)	43.3%	12.7%	44.0%	12.7%	30.7%	12.7%	44.0%
Minimum Split (s)	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)	7		7		7		7
Flash Dont Walk (s)	11		11		11		11
Dual Entry	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	65.5	23	32.5	65.5	0	23	32.5
End Time (s)	23	32.5	65.5	0	23	32.5	65.5
Yield/Force Off (s)	18.5	28	61	70.5	18.5	28	61
Yield/Force Off 170(s)	7.5	28	50	70.5	7.5	28	50
Local Start Time (s)	65.5	23	32.5	65.5	0	23	32.5
Local Yield (s)	18.5	28	61	70.5	18.5	28	61
Local Yield 170(s)	7.5	28	50	70.5	7.5	28	50

Intersection Summary	
Cycle Length	75
Control Type	Actuated-Coordinated
Natural Cycle	75
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 8: SR 200 & Blackrock Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	182	38	36	132	35	20
Future Volume (vph)	182	38	36	132	35	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			651	534	
Travel Time (s)	12.6			14.8	12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	198	41	39	143	38	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	198	41	39	143	38	22
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	182	38	36	132	35	20
Future Vol, veh/h	182	38	36	132	35	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	198	41	39	143	38	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	239	0	419	198
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	221	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1328	-	591	843
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1328	-	574	843
Mov Cap-2 Maneuver	-	-	-	-	574	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	574	843	-	-	1328	-
HCM Lane V/C Ratio	0.066	0.026	-	-	0.029	-
HCM Control Delay (s)	11.7	9.4	-	-	7.8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	109	431	23	11	523	144	7	33	17	50	33	95
Future Volume (vph)	109	431	23	11	523	144	7	33	17	50	33	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	185		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.968			0.961			0.928	
Flt Protected	0.950			0.950				0.994			0.986	
Satd. Flow (prot)	1770	3511	0	1770	3426	0	0	1779	0	0	1704	0
Flt Permitted	0.950			0.950				0.994			0.986	
Satd. Flow (perm)	1770	3511	0	1770	3426	0	0	1779	0	0	1704	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1062			523			462			718	
Travel Time (s)		24.1			11.9			10.5			16.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	118	468	25	12	568	157	8	36	18	54	36	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	493	0	12	725	0	0	62	0	0	193	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	17.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	109	431	23	11	523	144	7	33	17	50	33	95
Future Vol, veh/h	109	431	23	11	523	144	7	33	17	50	33	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	185	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	118	468	25	12	568	157	8	36	18	54	36	103

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	725	0	0	493	0	0	1043	1466	247	1159	1400	363
Stage 1	-	-	-	-	-	-	717	717	-	671	671	-
Stage 2	-	-	-	-	-	-	326	749	-	488	729	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	874	-	-	1067	-	-	184	127	753	151	139	634
Stage 1	-	-	-	-	-	-	387	432	-	412	453	-
Stage 2	-	-	-	-	-	-	661	417	-	530	426	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	874	-	-	1067	-	-	106	109	753	98	119	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	109	-	98	119	-
Stage 1	-	-	-	-	-	-	335	374	-	356	448	-
Stage 2	-	-	-	-	-	-	503	412	-	404	368	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	1.9	0.1	46.7	121.3
HCM LOS			E	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	146	1067	-	-	874	-	- 190
HCM Lane V/C Ratio	0.424	0.011	-	-	0.136	-	- 1.018
HCM Control Delay (s)	46.7	8.4	-	-	9.8	-	- 121.3
HCM Lane LOS	E	A	-	-	A	-	- F
HCM 95th %tile Q(veh)	1.9	0	-	-	0.5	-	- 8.7

Appendix D2
(Traffic Signal Warrant Analysis Forms)

SIGNAL WARRANT ANALYSIS - EXISTING

Introduction

- The Signal Warrant Analysis Spreadsheets are a tool for assisting traffic engineers when evaluating the need for a traffic signal installation
- The filled spreadsheets can be used as part of the supporting documents for the signal warrant evaluation

Note: This templates are a useful resource, but it remains necessary to apply engineering judgment and to consider specific environmental, traffic, geometric, and operational conditions

Instructions

Fill in "Orange" areas only	
Automated cells based on in Input Data in "orange" cells	
General Information	Fill in below the general information including: District, County (drop-down menu) City, Engineer, Date Major and Minor Street with corresponding number of lanes and speed limits
Enter Eight Hour Volumes	Any 8 hours of an average day. Major-street and minor-street volumes shall be for the same 8 hours; however, the 8 hours satisfied in Condition A shall **not** be required to be the same 8 hours satisfied in Condition B **for 80% columns only.** On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.
Enter Four Hour Volumes	Any 4 hours of an average day. Vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only, not required to be on the same approach during each of the 4 hours)
Enter Pedestrian Volumes (4-hr)	Pedestrians per hour crossing the major street (The volume requirement of warrant 2 is satisfied in the existing condition.
Enter Peak Hour Volumes	Vehicular: Any four consecutive 15-minute periods of an average day Pedestrian: Any four consecutive 15-minute periods of an average day representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings)

Input Data

Form 750-020-01
TRAFFIC ENGINEERING
February 2015

City: **Yulee**
County: **74 – Nassau**
District: **Two**
Engineer: **T. Hatcher, P.E.**
Date: **March 17, 2022**

Major Street: **US-17** # Lanes: **2** Major Approach Speed: **35**
Minor Street: **Pages Dairy Rd** # Lanes: **1** Minor Approach Speed: **35**

Eight Hour Volumes (Condition A)

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
6:30AM	949	183
7:30AM	1,012	142
8:30AM	824	124
11:30AM	863	124
12:30PM	930	153
3:30PM	1,291	203
4:30PM	1,331	193
5:30PM	908	201

Eight Hour Volumes (Condition B)

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
6:30AM	949	183
7:30AM	1,012	142
8:30AM	824	124
11:30AM	863	124
12:30PM	930	153
3:30PM	1,291	203
4:30PM	1,331	193
5:30PM	908	201

Highest Four Hour Vehicular Volumes

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
6:30AM	949	183
3:30PM	1,291	203
4:30PM	1,331	193
5:30PM	908	201

Highest Four Hour Pedestrian Volumes

Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street

Vehicular Peak Hour Volumes

Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
3:30PM	1291	203	1494

Pedestrian Peak Hour Volumes

Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY - EXISTING

City:	Yulee	Engineer:	T. Hatcher, P.E.
County:	74 – Nassau	Date:	March 17, 2022
District:	Two		

Major Street:	US-17	Lanes:	2	Major Approach Speed:	35
Minor Street:	Pages Dairy Rd	Lanes:	1	Minor Approach Speed:	35

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☐ Yes ☑ No
2. Is the traffic 2 is satisfied in the existing condition. ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ 70% ☑ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours. ☐ Yes ☑ No

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). ☐ Yes ☑ No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied: ☐ Yes ☑ No
80% Satisfied: ☑ Yes ☐ No
70% Satisfied: ☑ Yes ☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

[a] Basic Minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	6:30AM	7:30AM	8:30AM	11:30AM	12:30PM	3:30PM	4:30PM	5:30PM
Major	949	1,012	824	863	930	1,291	1,331	908
Minor	183	142	124	124	153	203	193	201

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:	☑ Yes	☐ No
100% Satisfied:	☑ Yes	☐ No
80% Satisfied:	☑ Yes	☐ No
70% Satisfied:	☑ Yes	☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	**Minor**	**100%[a]**	**80%[b]**	**70%[c]**	**100%[a]**	**80%[b]**	**70%[c]**
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

[a] Basic Minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	**6:30AM**	**7:30AM**	**8:30AM**	**11:30AM**	**12:30PM**	**3:30PM**	**4:30PM**	**5:30PM**
Major	949	1,012	824	863	930	1,291	1,331	908
Minor	183	142	124	124	153	203	193	201

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY - EXISTING

City:	Yulee	Engineer:	T. Hatcher, P.E.
County:	74 – Nassau	Date:	March 17, 2022
District:	Two		

Major Street:	US-17	Lanes:	2	Major Approach Speed:	35
Minor Street:	Pages Dairy Rd	Lanes:	1	Minor Approach Speed:	35

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☐ Yes ☑ No
2. Is the i~~arrant~~ 2 is satisfied in the existing condition. ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ Yes ☑ No

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

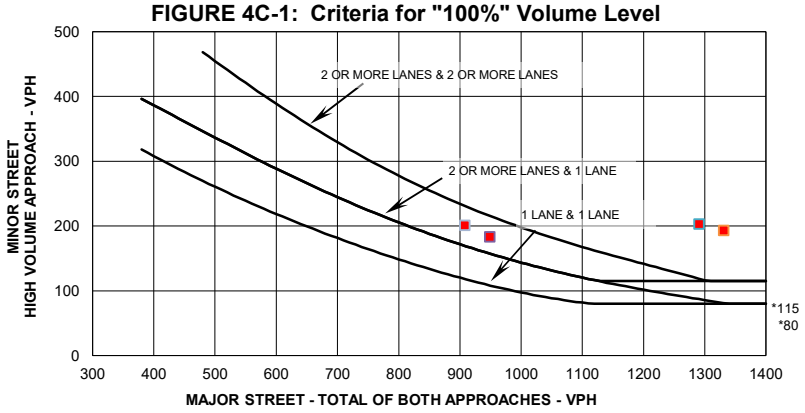
Applicable: ☑ Yes ☐ No
Satisfied: ☑ Yes ☐ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
6:30AM	949	183
3:30PM	1,291	203
4:30PM	1,331	193
5:30PM	908	201

FIGURE 4C-1: Criteria for "100%" Volume Level



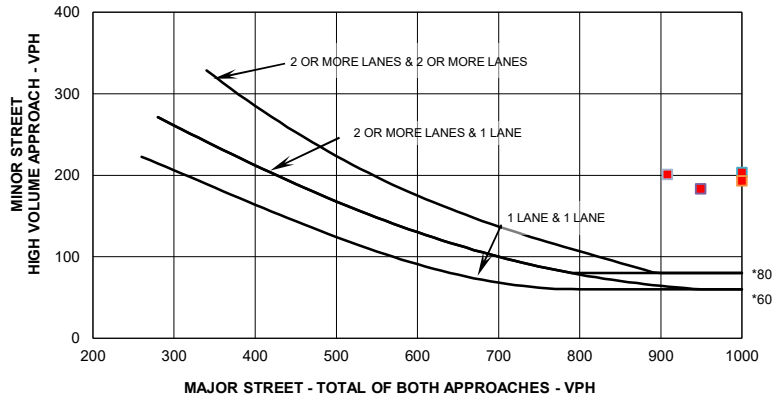
** Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
6:30AM	949	183
3:30PM	1,291	203
4:30PM	1,331	193
5:30PM	908	201

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY - EXISTING

City:	Yulee	Engineer:	T. Hatcher, P.E.
County:	74 – Nassau	Date:	March 17, 2022
District:	Two		

Major Street:	US-17	Lanes:	2	Major Approach Speed:	35
Minor Street:	Pages Dairy Rd	Lanes:	1	Minor Approach Speed:	35

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☐ Yes ☑ No
2. Is the i~~arrant~~ 2 is satisfied in the existing condition. ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ 70% ☑ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☐ Yes ☑ No
Satisfied: ☐ Yes ☑ No

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
3:30PM	1291	203

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
3:30PM	1,291	203

Criteria

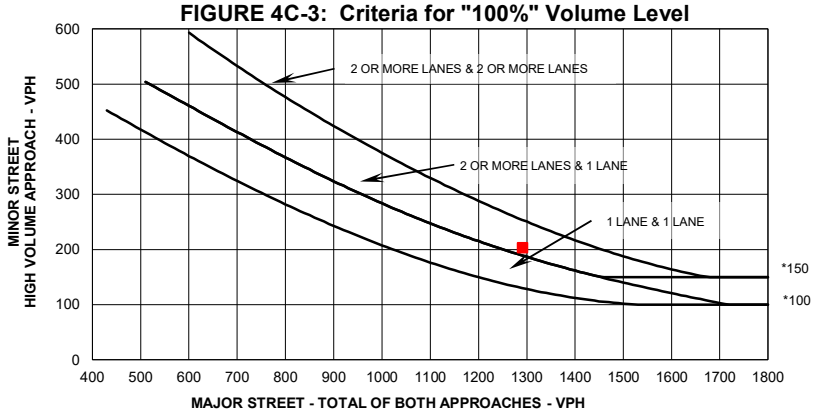
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	☐ Yes ☐ No	

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	203	
Fulfilled?:	☑ Yes ☐ No	

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	1,494	
Fulfilled?:	☑ Yes ☐ No	

Plot volume combination on the applicable figure below.

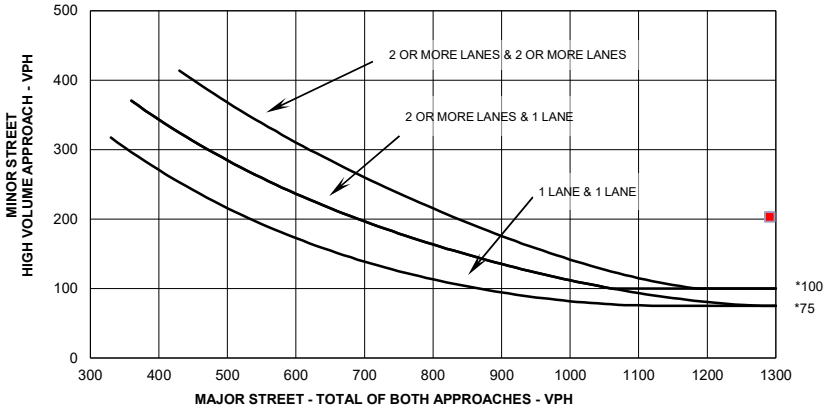
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY - EXISTING

City:	Yulee	Engineer:	T. Hatcher, P.E.
County:	74 – Nassau	Date:	March 17, 2022
District:	Two		

Major Street:	US-17	Lanes:	2	Major Approach Speed:	35
Minor Street:	Pages Dairy Rd	Lanes:	1	Minor Approach Speed:	35

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☑ Yes ☐ No
2. Is the Warrant 2 is satisfied in the existing condition. ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ 70% ☑ 100%

WARRANT 4 - PEDESTRIAN VOLUME

For each of any 4 hours of an average day, the plotted points lie above the appropriate line, then the warrant is satisfied.

Applicable: ☐ Yes ☑ No
Satisfied: ☐ Yes ☐ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

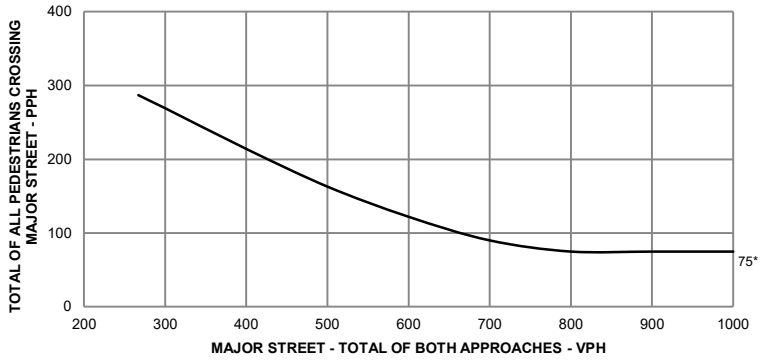
Figure 4C-5. Criteria for "100%" Volume Level

** Note: 107 pph applies as the lower threshold volume*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

Figure 4C-6 Criteria for "70%" Volume Level



** Note: 75 pph applies as the lower threshold volume*

WARRANT 4 - PEDESTRIAN VOLUME

For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point falls above the appropriate line, then the warrant is satisfied.

Applicable: ☐ Yes ☐ No

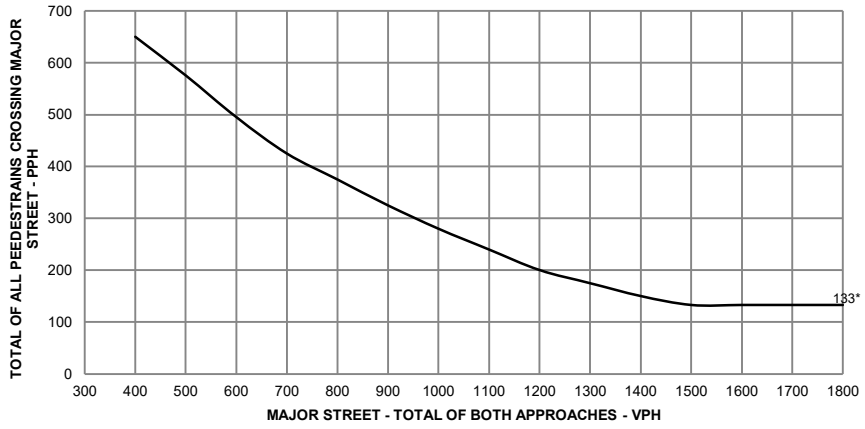
Satisfied: ☐ Yes ☐ No

Plot one volume combination on the applicable figure below.

100% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-7. Criteria for "100%" Volume Level - Peak Hour

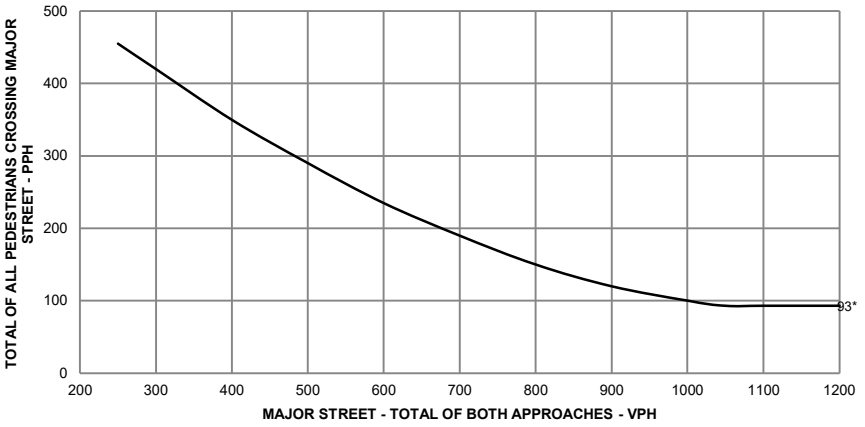


** Note: 133 pph applies as the lower threshold volume*

70% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-8 Criteria for "70%" Volume Level - Peak Hour



** Note: 93 pph applies as the lower threshold volume*

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY - EXISTING

City:	Yulee	Engineer:	T. Hatcher, P.E.
County:	74 – Nassau	Date:	March 17, 2022
District:	Two		

Major Street:	US-17	Lanes:	2	Major Approach Speed:	35
Minor Street:	Pages Dairy Rd	Lanes:	1	Minor Approach Speed:	35

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

WARRANT 5 - SCHOOL CROSSING

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: ☐ Yes ☑ No

Satisfied: ☐ Yes ☑ No

Criteria				Fulfilled? Yes	Fulfilled? No
1. There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students:	Hour:			
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.		Minutes:	Gaps:		
3. The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of traffic.					

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY - EXISTING

City:	**Yulee**	Engineer:	**T. Hatcher, P.E.**
County:	**74 – Nassau**	Date:	**March 17, 2022**
District:	**Two**		

Major Street:	**US-17**	Lanes:	**2**	Major Approach Speed:	**35**
Minor Street:	**Pages Dairy Rd**	Lanes:	**1**	Minor Approach Speed:	**35**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft.).

Applicable: ☐ Yes ☑ No

Satisfied: ☐ Yes ☑ No

Criteria	Fulfilled? Yes	Fulfilled? No
1. On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.		x
2. On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.		x

State of Florida Department of Transportation

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WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: ☐ Yes ☐ No

Satisfied: ☐ Yes ☐ No

Criteria		Hour	Volume		Met?		Fulfilled?	
			Major	Minor	Yes	No	Yes	No
1. One of the warrants to the right is met.	Warrant 1, Condition A (80% satisfied)							
	Warrant 1, Condition B (80% satisfied)							
	Warrant 4, Pedestrian Volume at 80% of volume requirements: # ped/hr for four (4) hours or # ped/hr for one (1) hour.							
2. Adequate trial of other remedial measure has failed to reduce crash frequency.		Measure tried:						
3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-month period.		Observed Crash Types:	Number of crashes per 12 months:					

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Minor Street:	Pages Dairy Rd	Lanes:	1	Minor Approach Speed:	35

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WARRANT 8 - ROADWAY NETWORK

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the Major Route characteristics listed.

Applicable: ☐ Yes ☑ No

Satisfied: ☐ Yes ☑ No

Criteria							Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.	Entering Volume:								
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.	Warrant:	1	2	3					
		Satisfied?:								
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)							← Hour			
							←Volume			

Characteristics of Major Routes		Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. Part of the street or highway system that serves as the principal roadway network for through traffic flow.	Major Street:				
	Minor Street:				
2. Rural or suburban highway outside of, entering, or traversing a city.	Major Street:				
	Minor Street:				
3. Appears as a major route on an official plan.	Major Street:				
	Minor Street:				

State of Florida Department of Transportation

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Minor Street:	Pages Dairy Rd	Lanes:	1	Minor Approach Speed:	35

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Approach Lane Criteria

1. How many approach lanes are there at the track crossing? ☐ 1 ☐ 2 or

If there The volume requirement of warrant 2 is satisfied in the existing condition. ☐ Fig 4C-9 ☐ Fig 4C-10

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing.

Indicate if both criteria are fulfilled in the boxes provided. The warrant is satisfied if both criteria are met.

Applicable: ☐ Yes ☑ No

Satisfied: ☐ Yes ☑ No

Criteria	Fulfilled? Yes	Fulfilled? No
1. A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and	☐	☐
2. During the highest traffic volume hour during which the rail uses the crossing, the plotted point falls above the applicable curve for the existing combination of approach lanes over the track and the distance D (clear storage distance).	☐	☐

Use the following tables (4C-2, 4C-3, and 4C-4 to appropriately adjust the minor-street approach volume).

Inputs		Adjustment Factors from Tables
Occurrences of Rail traffic per day		
% of High Occupancy Buses on Minor-Street Approach		1.00
Enter D (feet)		
% of Tractor-Trailer Trucks on Minor-Street Approach		0.50

Table 4C-2. Adjustment Factor for Daily Frequency of Rail Traffic

Rail Traffic per Day	Adjustment Factor
1	0.67
2	0.91
3 to 5	1.00
6 to 8	1.18
9 to 11	1.25
12 or more	1.33

Table 4C-3. Adjustment Factor for Percentage of High-Occupancy Buses

% of High-Occupancy Buses* on Minor Street Approach	Adjustment Factor
0%	1.00
2%	1.09
4%	1.19
6% or more	1.32

* A high-occupancy bus is defined as a bus occupied by at least 20 people

Table 4C-4. Adjustment Factor for Percentage of Tractor-Trailer Trucks

% of Tractor-Trailer Trucks on Minor-Street Approach	Adjustment Factor	
	D less than 70 feet	D of 70 feet or more
0% to 2.5%	0.50	0.50
2.6% to 7.5%	0.75	0.75
7.6% to 12.5%	1.00	1.00
12.6% to 17.5%	2.30	1.15
17.6% to 22.5%	2.70	1.35
22.6% to 27.5%	3.28	1.64
More than 27.5%	4.18	2.09

Input the major and minor street volumes before adjustment factors are applied

1 Approach Lane		

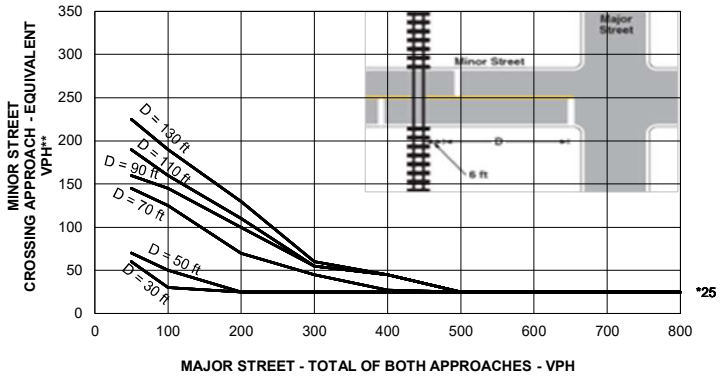
D (ft) Major Vol. Minor Vol.

After adjustment factors are applied

1 Approach Lane w/Factors		

D (ft) Major Vol. Minor Vol.

FIGURE 4C-9: Criteria for 1 Approach Lane at the Track Crossing



** Note: 25 vph applies as the lower threshold volume*

** *Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate*

Input D and the major and minor street volumes before adjustment factors are applied

2 or more Approach Lanes		

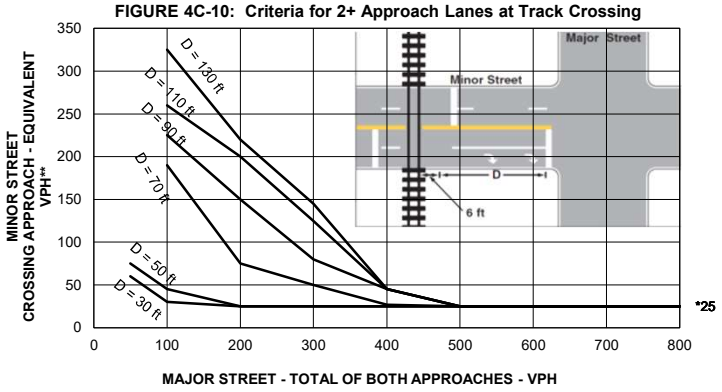
D (ft) Major Vol. Minor Vol.

After adjustment factors are applied

2+ Approach Lane w/Factors		

D (ft) Major Vol. Minor Vol.

FIGURE 4C-10: Criteria for 2+ Approach Lanes at Track Crossing



** Note: 25 vph applies as the lower threshold volume*

** *Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate*

Form 750-020-01
TRAFFIC ENGINEERING
February 2015

State of Florida Department of Transportation

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MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

CONCLUSIONS

Remarks: **Volume requirements for Warrants 1B, 2, and 3 are satisfied.**

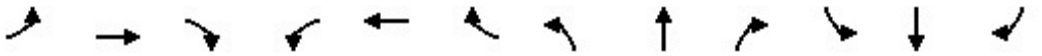
WARRANTS SATISFIED:

☑	Warrant 1	☐	Not Applicable
☑	Warrant 2	☐	Not Applicable
☑	Warrant 3	☐	Not Applicable
☐	Warrant 4	☑	Not Applicable
☐	Warrant 5	☑	Not Applicable
☐	Warrant 6	☑	Not Applicable
☐	Warrant 7	☑	Not Applicable
☐	Warrant 8	☑	Not Applicable
☐	Warrant 9	☑	Not Applicable

Appendix E
(Synchro Printouts – Background Conditions)

HCM 6th Signalized Intersection Summary
1: US-17 & SR-200

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	887	37	252	754	309	36	107	329	337	106	33
Future Volume (veh/h)	82	887	37	252	754	309	36	107	329	337	106	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	964	40	274	820	336	39	116	0	366	115	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	1186	49	326	1386	430	68	1035		420	1332	
Arrive On Green	0.06	0.24	0.24	0.09	0.27	0.27	0.04	0.29	0.00	0.12	0.37	0.00
Sat Flow, veh/h	3456	5029	208	3456	5106	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	89	652	352	274	820	336	39	116	0	366	115	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1833	1728	1702	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.7	12.7	12.7	5.5	9.8	13.7	1.5	1.7	0.0	7.3	1.5	0.0
Cycle Q Clear(g_c), s	1.7	12.7	12.7	5.5	9.8	13.7	1.5	1.7	0.0	7.3	1.5	0.0
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	803	432	326	1386	430	68	1035		420	1332	
V/C Ratio(X)	0.44	0.81	0.81	0.84	0.59	0.78	0.58	0.11		0.87	0.09	
Avail Cap(c_a), veh/h	257	875	471	326	1415	439	148	1035		420	1332	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.8	25.3	25.3	31.2	22.1	23.6	33.1	18.2	0.0	30.2	14.1	0.0
Incr Delay (d2), s/veh	1.5	5.5	9.8	17.6	0.6	8.7	7.5	0.2	0.0	17.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.2	6.1	2.9	3.5	5.6	0.7	0.6	0.0	3.8	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	30.7	35.1	48.8	22.8	32.2	40.7	18.4	0.0	48.1	14.3	0.0
LnGrp LOS	C	C	D	D	C	C	D	B		D	B	
Approach Vol, veh/h		1093			1430			155	A		481	A
Approach Delay, s/veh		32.4			30.0			24.0			40.0	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	24.9	11.1	21.0	7.2	30.7	8.6	23.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	18.9	6.6	18.0	5.8	21.6	5.2	19.4
Max Q Clear Time (g_c+I1), s	9.3	3.7	7.5	14.7	3.5	3.5	3.7	15.7
Green Ext Time (p_c), s	0.0	0.4	0.0	1.8	0.0	0.5	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

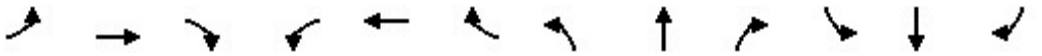
Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	13	23.4	11.1	22.5	10.3	26.1	9.7	23.9
Maximum Split (%)	18.6%	33.4%	15.9%	32.1%	14.7%	37.3%	13.9%	34.1%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	57	0	23.4	34.5	57	67.3	23.4	33.1
End Time (s)	0	23.4	34.5	57	67.3	23.4	33.1	57
Yield/Force Off (s)	65.5	18.9	30	52.5	62.8	18.9	28.6	52.5
Yield/Force Off 170(s)	65.5	7.9	30	41.5	62.8	7.9	28.6	41.5
Local Start Time (s)	57	0	23.4	34.5	57	67.3	23.4	33.1
Local Yield (s)	65.5	18.9	30	52.5	62.8	18.9	28.6	52.5
Local Yield 170(s)	65.5	7.9	30	41.5	62.8	7.9	28.6	41.5

Intersection Summary	
Cycle Length	70
Control Type	Actuated-Coordinated
Natural Cycle	70
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 1: US-17 & SR-200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1700	131	209	1564	82	63	27	211	175	54	85
Future Volume (veh/h)	18	1700	131	209	1564	82	63	27	211	175	54	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	1848	142	227	1700	89	68	29	229	190	59	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	1912	594	247	2510	779	367	430	365	425	159	248
Arrive On Green	0.02	0.37	0.37	0.14	0.49	0.49	0.05	0.23	0.23	0.06	0.24	0.24
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	659	1027
Grp Volume(v), veh/h	20	1848	142	227	1700	89	68	29	229	190	0	151
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1686
Q Serve(g_s), s	1.0	31.9	5.5	11.3	22.8	2.7	2.6	1.1	11.7	5.1	0.0	6.7
Cycle Q Clear(g_c), s	1.0	31.9	5.5	11.3	22.8	2.7	2.6	1.1	11.7	5.1	0.0	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	39	1912	594	247	2510	779	367	430	365	425	0	407
V/C Ratio(X)	0.51	0.97	0.24	0.92	0.68	0.11	0.19	0.07	0.63	0.45	0.00	0.37
Avail Cap(c_a), veh/h	105	1912	594	247	2510	779	385	430	365	425	0	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.5	27.6	19.3	38.2	17.4	12.3	24.8	27.1	31.2	26.2	0.0	28.5
Incr Delay (d2), s/veh	10.1	13.6	0.2	35.9	0.7	0.1	0.2	0.3	8.0	0.7	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	14.7	2.0	7.3	8.5	0.9	1.1	0.5	5.2	3.4	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	41.2	19.5	74.1	18.2	12.4	25.0	27.4	39.1	26.9	0.0	31.0
LnGrp LOS	D	D	B	E	B	B	C	C	D	C	A	C
Approach Vol, veh/h		2010			2016			326			341	
Approach Delay, s/veh		39.8			24.2			35.2			28.7	
Approach LOS		D			C			D			C	

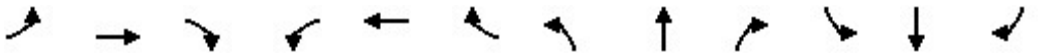
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	25.2	17.0	38.2	8.6	26.2	6.5	48.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	20.7	12.5	33.7	5.0	20.8	5.3	40.9
Max Q Clear Time (g_c+I1), s	7.1	13.7	13.3	33.9	4.6	8.7	3.0	24.8
Green Ext Time (p_c), s	0.0	0.5	0.0	0.0	0.0	0.6	0.0	11.1

Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	9.6	25.2	17	38.2	9.5	25.3	9.8	45.4
Maximum Split (%)	10.7%	28.0%	18.9%	42.4%	10.6%	28.1%	10.9%	50.4%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	80.4	0	25.2	42.2	80.4	89.9	25.2	35
End Time (s)	0	25.2	42.2	80.4	89.9	25.2	35	80.4
Yield/Force Off (s)	85.5	20.7	37.7	75.9	85.4	20.7	30.5	75.9
Yield/Force Off 170(s)	85.5	9.7	37.7	64.9	85.4	9.7	30.5	64.9
Local Start Time (s)	80.4	0	25.2	42.2	80.4	89.9	25.2	35
Local Yield (s)	85.5	20.7	37.7	75.9	85.4	20.7	30.5	75.9
Local Yield 170(s)	85.5	9.7	37.7	64.9	85.4	9.7	30.5	64.9

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 3: SR-200 & Felmor Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	1130	245	81	776	23	398	65	118	137	79	110
Future Volume (veh/h)	103	1130	245	81	776	23	398	65	118	137	79	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	1228	266	88	843	25	433	71	128	149	86	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	1347	418	202	1322	411	484	1254	559	234	997	445
Arrive On Green	0.06	0.26	0.26	0.06	0.26	0.26	0.14	0.35	0.35	0.07	0.28	0.28
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	112	1228	266	88	843	25	433	71	128	149	86	120
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.2	16.3	10.4	1.7	10.3	0.8	8.6	0.9	4.0	2.9	1.2	4.1
Cycle Q Clear(g_c), s	2.2	16.3	10.4	1.7	10.3	0.8	8.6	0.9	4.0	2.9	1.2	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1347	418	202	1322	411	484	1254	559	234	997	445
V/C Ratio(X)	0.51	0.91	0.64	0.44	0.64	0.06	0.89	0.06	0.23	0.64	0.09	0.27
Avail Cap(c_a), veh/h	247	1349	419	247	1349	419	484	1254	559	341	997	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	25.0	22.8	31.8	23.0	19.5	29.6	15.0	15.9	31.8	18.6	19.6
Incr Delay (d2), s/veh	1.8	9.5	3.2	1.5	1.0	0.1	18.9	0.1	1.0	2.9	0.2	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.4	4.0	0.7	4.0	0.3	4.7	0.4	1.5	1.3	0.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	34.5	26.0	33.3	24.0	19.6	48.5	15.0	16.9	34.6	18.7	21.1
LnGrp LOS	C	C	C	C	C	B	D	B	B	C	B	C
Approach Vol, veh/h		1606			956			632			355	
Approach Delay, s/veh		33.0			24.7			38.4			26.2	
Approach LOS		C			C			D			C	

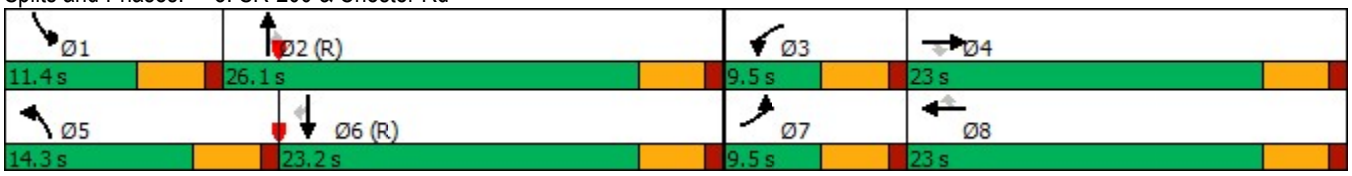
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	29.2	8.6	23.0	14.3	24.1	8.9	22.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.9	21.6	5.0	18.5	9.8	18.7	5.0	18.5
Max Q Clear Time (g_c+I1), s	4.9	6.0	3.7	18.3	10.6	6.1	4.2	12.3
Green Ext Time (p_c), s	0.1	0.7	0.0	0.1	0.0	0.7	0.0	3.0

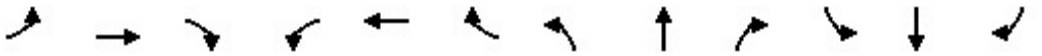
Intersection Summary	
HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	11.4	26.1	9.5	23	14.3	23.2	9.5	23
Maximum Split (%)	16.3%	37.3%	13.6%	32.9%	20.4%	33.1%	13.6%	32.9%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	55.7	67.1	23.2	32.7	55.7	0	23.2	32.7
End Time (s)	67.1	23.2	32.7	55.7	0	23.2	32.7	55.7
Yield/Force Off (s)	62.6	18.7	28.2	51.2	65.5	18.7	28.2	51.2
Yield/Force Off 170(s)	62.6	7.7	28.2	40.2	65.5	7.7	28.2	40.2
Local Start Time (s)	55.7	67.1	23.2	32.7	55.7	0	23.2	32.7
Local Yield (s)	62.6	18.7	28.2	51.2	65.5	18.7	28.2	51.2
Local Yield 170(s)	62.6	7.7	28.2	40.2	65.5	7.7	28.2	40.2

Intersection Summary	
Cycle Length	70
Control Type	Actuated-Coordinated
Natural Cycle	70
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 5: SR-200 & Chester Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	0	275	0	0	0	48	113	0	0	380	81
Future Volume (veh/h)	47	0	275	0	0	0	48	113	0	0	380	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	0	299	0	0	0	52	123	0	0	413	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	410	347	90	188	159	626	2375	0	90	2023	902
Arrive On Green	0.06	0.00	0.22	0.00	0.00	0.00	0.04	0.67	0.00	0.00	0.57	0.57
Sat Flow, veh/h	1781	1870	1585	1418	1870	1585	1781	3647	0	1268	3554	1585
Grp Volume(v), veh/h	51	0	299	0	0	0	52	123	0	0	413	88
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1418	1870	1585	1781	1777	0	1268	1777	1585
Q Serve(g_s), s	2.2	0.0	14.5	0.0	0.0	0.0	0.9	1.0	0.0	0.0	4.5	2.0
Cycle Q Clear(g_c), s	2.2	0.0	14.5	0.0	0.0	0.0	0.9	1.0	0.0	0.0	4.5	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	410	347	90	188	159	626	2375	0	90	2023	902
V/C Ratio(X)	0.46	0.00	0.86	0.00	0.00	0.00	0.08	0.05	0.00	0.00	0.20	0.10
Avail Cap(c_a), veh/h	401	947	802	267	421	357	672	2375	0	90	2023	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	0.0	30.1	0.0	0.0	0.0	5.7	4.6	0.0	0.0	8.4	7.9
Incr Delay (d2), s/veh	2.9	0.0	6.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	5.9	0.0	0.0	0.0	0.3	0.3	0.0	0.0	1.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	0.0	36.4	0.0	0.0	0.0	5.8	4.6	0.0	0.0	8.6	8.1
LnGrp LOS	D	A	D	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		350			0			175			501	
Approach Delay, s/veh		36.8			0.0			4.9			8.5	
Approach LOS		D						A			A	

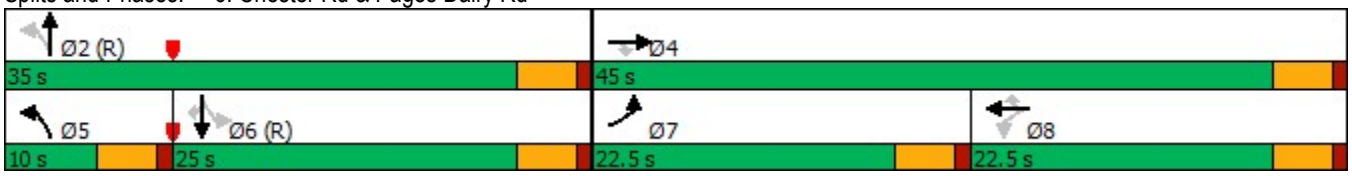
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		58.0		22.0	7.9	50.0	9.5	12.5				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		30.5		40.5	5.5	20.5	18.0	18.0				
Max Q Clear Time (g_c+I1), s		3.0		16.5	2.9	6.5	4.2	0.0				
Green Ext Time (p_c), s		0.7		1.0	0.0	2.5	0.1	0.0				

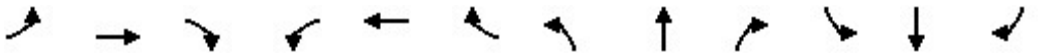
Intersection Summary												
HCM 6th Ctrl Delay			17.5									
HCM 6th LOS			B									

Phase Number	2	4	5	6	7	8
Movement	NBTL	EBT	NBL	SBTL	EBL	WBTL
Lead/Lag			Lead	Lag	Lead	Lag
Lead-Lag Optimize			Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	C-Max	None	None
Maximum Split (s)	35	45	10	25	22.5	22.5
Maximum Split (%)	43.8%	56.3%	12.5%	31.3%	28.1%	28.1%
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)	7	7		7	7	7
Flash Dont Walk (s)	11	11		11	11	11
Dual Entry	Yes	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	70	25	70	0	25	47.5
End Time (s)	25	70	0	25	47.5	70
Yield/Force Off (s)	20.5	65.5	75.5	20.5	43	65.5
Yield/Force Off 170(s)	9.5	54.5	75.5	9.5	32	54.5
Local Start Time (s)	70	25	70	0	25	47.5
Local Yield (s)	20.5	65.5	75.5	20.5	43	65.5
Local Yield 170(s)	9.5	54.5	75.5	9.5	32	54.5

Intersection Summary	
Cycle Length	80
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 6: Chester Rd & Pages Dairy Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1528	20	15	917	48	7	2	7	201	3	48
Future Volume (veh/h)	50	1528	20	15	917	48	7	2	7	201	3	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	1661	22	16	997	52	8	2	8	218	3	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	1743	541	34	1604	498	593	146	584	625	32	562
Arrive On Green	0.05	0.34	0.34	0.02	0.31	0.31	0.01	0.45	0.45	0.37	0.37	0.37
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	327	1308	1405	87	1511
Grp Volume(v), veh/h	54	1661	22	16	997	52	8	0	10	218	0	55
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1635	1405	0	1598
Q Serve(g_s), s	2.1	22.2	0.6	0.6	11.6	1.6	0.2	0.0	0.2	8.1	0.0	1.6
Cycle Q Clear(g_c), s	2.1	22.2	0.6	0.6	11.6	1.6	0.2	0.0	0.2	8.1	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		0.95
Lane Grp Cap(c), veh/h	83	1743	541	34	1604	498	593	0	730	625	0	595
V/C Ratio(X)	0.65	0.95	0.04	0.47	0.62	0.10	0.01	0.00	0.01	0.35	0.00	0.09
Avail Cap(c_a), veh/h	163	1743	541	127	1641	509	702	0	730	625	0	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.8	22.5	15.4	34.0	20.5	17.0	12.3	0.0	10.8	16.3	0.0	14.3
Incr Delay (d2), s/veh	8.4	12.2	0.0	9.8	0.7	0.1	0.0	0.0	0.0	1.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	10.1	0.2	0.4	4.4	0.6	0.1	0.0	0.1	2.7	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	34.7	15.4	43.7	21.2	17.1	12.3	0.0	10.8	17.9	0.0	14.6
LnGrp LOS	D	C	B	D	C	B	B	A	B	B	A	B
Approach Vol, veh/h		1737			1065			18			273	
Approach Delay, s/veh		34.7			21.3			11.5			17.2	
Approach LOS		C			C			B			B	

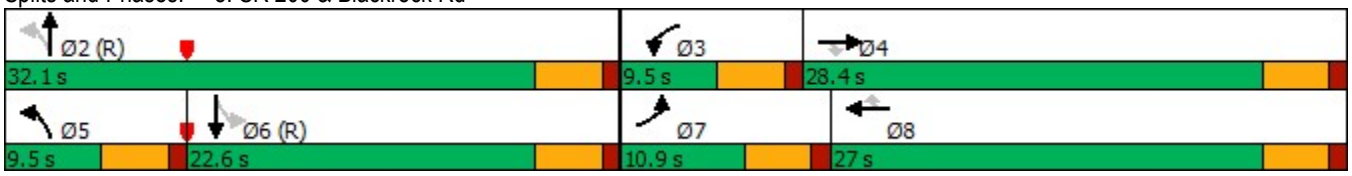
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		35.8	5.8	28.4	5.2	30.5	7.8	26.5				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		27.6	5.0	23.9	5.0	18.1	6.4	22.5				
Max Q Clear Time (g_c+I1), s		2.2	2.6	24.2	2.2	10.1	4.1	13.6				
Green Ext Time (p_c), s		0.0	0.0	0.0	0.0	0.6	0.0	4.5				

Intersection Summary												
HCM 6th Ctrl Delay			28.4									
HCM 6th LOS			C									

Phase Number	2	3	4	5	6	7	8
Movement	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag		Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	32.1	9.5	28.4	9.5	22.6	10.9	27
Maximum Split (%)	45.9%	13.6%	40.6%	13.6%	32.3%	15.6%	38.6%
Minimum Split (s)	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)	7		7		7		7
Flash Dont Walk (s)	11		11		11		11
Dual Entry	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	60.5	22.6	32.1	60.5	0	22.6	33.5
End Time (s)	22.6	32.1	60.5	0	22.6	33.5	60.5
Yield/Force Off (s)	18.1	27.6	56	65.5	18.1	29	56
Yield/Force Off 170(s)	7.1	27.6	45	65.5	7.1	29	45
Local Start Time (s)	60.5	22.6	32.1	60.5	0	22.6	33.5
Local Yield (s)	18.1	27.6	56	65.5	18.1	29	56
Local Yield 170(s)	7.1	27.6	45	65.5	7.1	29	45

Intersection Summary	
Cycle Length	70
Control Type	Actuated-Coordinated
Natural Cycle	70
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 8: SR 200 & Blackrock Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	259	150	114	217	20	24
Future Volume (vph)	259	150	114	217	20	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			651	534	
Travel Time (s)	12.6			14.8	12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	282	163	124	236	22	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	282	163	124	236	22	26
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	259	150	114	217	20	24
Future Vol, veh/h	259	150	114	217	20	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	282	163	124	236	22	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	445	0	766	282
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	484	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1115	-	371	757
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1115	-	330	757
Mov Cap-2 Maneuver	-	-	-	-	330	-
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	551	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	330	757	-	-	1115	-
HCM Lane V/C Ratio	0.066	0.034	-	-	0.111	-
HCM Control Delay (s)	16.7	9.9	-	-	8.6	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.4	-

Intersection	
Int Delay, s/veh	15.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	141	395	29	8	376	92	4	19	14	50	62	79
Future Vol, veh/h	141	395	29	8	376	92	4	19	14	50	62	79
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	185	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	153	429	32	9	409	100	4	21	15	54	67	86

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	509	0	0	461	0	0	1007	1278	231	1008	1244	255
Stage 1	-	-	-	-	-	-	751	751	-	477	477	-
Stage 2	-	-	-	-	-	-	256	527	-	531	767	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1052	-	-	1096	-	-	195	165	771	195	173	744
Stage 1	-	-	-	-	-	-	369	416	-	538	554	-
Stage 2	-	-	-	-	-	-	726	527	-	500	410	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1052	-	-	1096	-	-	99	140	771	150	147	744
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	140	-	150	147	-
Stage 1	-	-	-	-	-	-	315	356	-	460	550	-
Stage 2	-	-	-	-	-	-	559	523	-	395	351	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	2.2	0.1	29	90.5
HCM LOS			D	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	190	1096	-	-	1052	-	- 222
HCM Lane V/C Ratio	0.212	0.008	-	-	0.146	-	- 0.935
HCM Control Delay (s)	29	8.3	-	-	9	-	- 90.5
HCM Lane LOS	D	A	-	-	A	-	- F
HCM 95th %tile Q(veh)	0.8	0	-	-	0.5	-	- 8

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	141	395	29	8	376	92	4	19	14	50	62	79
Future Volume (vph)	141	395	29	8	376	92	4	19	14	50	62	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	185		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.971			0.949			0.944	
Flt Protected	0.950			0.950				0.995			0.987	
Satd. Flow (prot)	1770	3504	0	1770	3437	0	0	1759	0	0	1736	0
Flt Permitted	0.950			0.950				0.995			0.987	
Satd. Flow (perm)	1770	3504	0	1770	3437	0	0	1759	0	0	1736	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1062			523			462			718	
Travel Time (s)		24.1			11.9			10.5			16.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	153	429	32	9	409	100	4	21	15	54	67	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	461	0	9	509	0	0	40	0	0	207	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM 6th Signalized Intersection Summary
1: US-17 & SR-200

06/01/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	950	39	402	1046	451	74	143	365	379	149	35
Future Volume (veh/h)	117	950	39	402	1046	451	74	143	365	379	149	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	1033	42	437	1137	490	80	155	0	412	162	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	1178	48	517	1659	515	103	887		489	1184	
Arrive On Green	0.06	0.23	0.23	0.15	0.32	0.32	0.06	0.25	0.00	0.14	0.33	0.00
Sat Flow, veh/h	3456	5033	204	3456	5106	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	127	698	377	437	1137	490	80	155	0	412	162	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1834	1728	1702	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.9	15.8	15.8	9.8	15.5	24.2	3.5	2.7	0.0	9.3	2.5	0.0
Cycle Q Clear(g_c), s	2.9	15.8	15.8	9.8	15.5	24.2	3.5	2.7	0.0	9.3	2.5	0.0
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	797	429	517	1659	515	103	887		489	1184	
V/C Ratio(X)	0.63	0.88	0.88	0.85	0.69	0.95	0.77	0.17		0.84	0.14	
Avail Cap(c_a), veh/h	216	797	429	540	1659	515	205	887		497	1184	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.8	29.5	29.5	33.1	23.4	26.4	37.2	23.6	0.0	33.5	18.6	0.0
Incr Delay (d2), s/veh	5.1	10.8	18.2	11.4	1.2	27.8	11.6	0.4	0.0	12.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.1	8.5	4.7	5.8	12.1	1.8	1.1	0.0	4.5	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	40.3	47.7	44.5	24.6	54.2	48.7	24.0	0.0	45.7	18.9	0.0
LnGrp LOS	D	D	D	D	C	D	D	C		D	B	
Approach Vol, veh/h		1202			2064			235	A		574	A
Approach Delay, s/veh		42.8			35.9			32.4			38.1	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	24.5	16.5	23.2	9.1	31.2	9.2	30.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	19.5	12.5	18.5	9.2	21.8	5.0	26.0
Max Q Clear Time (g_c+I1), s	11.3	4.7	11.8	17.8	5.5	4.5	4.9	26.2
Green Ext Time (p_c), s	0.0	0.6	0.1	0.4	0.0	0.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D

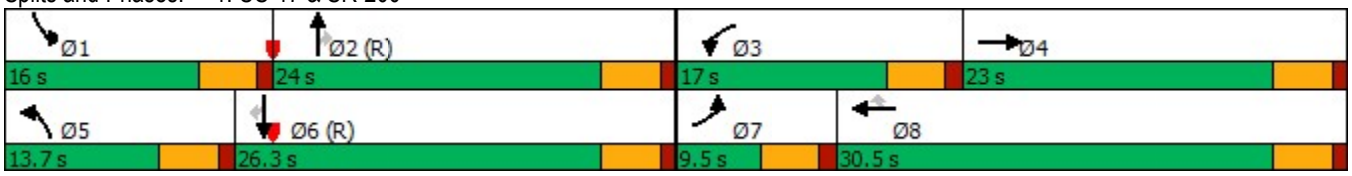
Notes

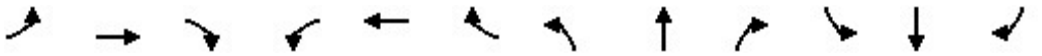
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	16	24	17	23	13.7	26.3	9.5	30.5
Maximum Split (%)	20.0%	30.0%	21.3%	28.8%	17.1%	32.9%	11.9%	38.1%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	16	40	57	0	13.7	40	49.5
End Time (s)	16	40	57	0	13.7	40	49.5	0
Yield/Force Off (s)	11.5	35.5	52.5	75.5	9.2	35.5	45	75.5
Yield/Force Off 170(s)	11.5	24.5	52.5	64.5	9.2	24.5	45	64.5
Local Start Time (s)	64	0	24	41	64	77.7	24	33.5
Local Yield (s)	75.5	19.5	36.5	59.5	73.2	19.5	29	59.5
Local Yield 170(s)	75.5	8.5	36.5	48.5	73.2	8.5	29	48.5

Intersection Summary	
Cycle Length	80
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 16 (20%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 1: US-17 & SR-200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1919	103	375	2164	46	108	25	213	41	26	43
Future Volume (veh/h)	8	1919	103	375	2164	46	108	25	213	41	26	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	2086	112	408	2352	50	117	27	232	45	28	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	19	2038	633	406	3147	977	311	328	278	309	103	172
Arrive On Green	0.01	0.40	0.40	0.23	0.62	0.62	0.05	0.18	0.18	0.03	0.16	0.16
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	627	1053
Grp Volume(v), veh/h	9	2086	112	408	2352	50	117	27	232	45	0	75
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1681
Q Serve(g_s), s	0.6	43.9	5.0	25.1	36.0	1.4	5.0	1.3	15.6	2.3	0.0	4.3
Cycle Q Clear(g_c), s	0.6	43.9	5.0	25.1	36.0	1.4	5.0	1.3	15.6	2.3	0.0	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	19	2038	633	406	3147	977	311	328	278	309	0	275
V/C Ratio(X)	0.46	1.02	0.18	1.00	0.75	0.05	0.38	0.08	0.84	0.15	0.00	0.27
Avail Cap(c_a), veh/h	81	2038	633	406	3147	977	311	328	278	329	0	275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.1	33.0	21.4	42.5	15.0	8.4	37.6	38.0	43.8	36.3	0.0	40.3
Incr Delay (d2), s/veh	16.1	26.2	0.1	45.6	1.0	0.0	0.7	0.5	24.7	0.2	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	22.4	1.9	16.0	13.2	0.5	0.1	0.7	8.0	1.0	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	59.2	21.5	88.0	16.0	8.4	38.4	38.5	68.6	36.5	0.0	42.7
LnGrp LOS	E	F	C	F	B	A	D	D	E	D	A	D
Approach Vol, veh/h		2207			2810			376			120	
Approach Delay, s/veh		57.4			26.3			57.0			40.4	
Approach LOS		E			C			E			D	

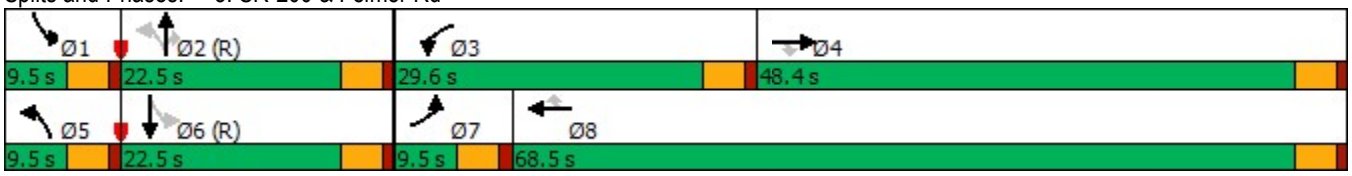
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	23.8	29.6	48.4	9.5	22.5	5.7	72.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	25.1	43.9	5.0	18.0	5.0	64.0
Max Q Clear Time (g_c+I1), s	4.3	17.6	27.1	45.9	7.0	6.3	2.6	38.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.2	0.0	21.0

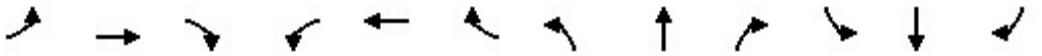
Intersection Summary	
HCM 6th Ctrl Delay	41.2
HCM 6th LOS	D

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	9.5	22.5	29.6	48.4	9.5	22.5	9.5	68.5
Maximum Split (%)	8.6%	20.5%	26.9%	44.0%	8.6%	20.5%	8.6%	62.3%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	100.5	0	22.5	52.1	100.5	0	22.5	32
End Time (s)	0	22.5	52.1	100.5	0	22.5	32	100.5
Yield/Force Off (s)	105.5	18	47.6	96	105.5	18	27.5	96
Yield/Force Off 170(s)	105.5	7	47.6	85	105.5	7	27.5	85
Local Start Time (s)	100.5	0	22.5	52.1	100.5	0	22.5	32
Local Yield (s)	105.5	18	47.6	96	105.5	18	27.5	96
Local Yield 170(s)	105.5	7	47.6	85	105.5	7	27.5	85

Intersection Summary	
Cycle Length	110
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 3: SR-200 & Felmor Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	1032	396	174	1432	64	356	190	101	138	175	138
Future Volume (veh/h)	262	1032	396	174	1432	64	356	190	101	138	175	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	285	1122	430	189	1557	70	387	207	110	150	190	150
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	1844	572	265	1709	531	459	1059	472	222	815	364
Arrive On Green	0.10	0.36	0.36	0.08	0.33	0.33	0.13	0.30	0.30	0.06	0.23	0.23
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	285	1122	430	189	1557	70	387	207	110	150	190	150
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	7.3	16.2	21.4	4.8	26.3	2.8	9.8	3.9	4.7	3.8	3.9	7.2
Cycle Q Clear(g_c), s	7.3	16.2	21.4	4.8	26.3	2.8	9.8	3.9	4.7	3.8	3.9	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	1844	572	265	1709	531	459	1059	472	222	815	364
V/C Ratio(X)	0.80	0.61	0.75	0.71	0.91	0.13	0.84	0.20	0.23	0.68	0.23	0.41
Avail Cap(c_a), veh/h	365	1844	572	372	1730	537	480	1059	472	319	815	364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	23.5	25.2	40.6	28.7	20.8	38.1	23.6	23.8	41.2	28.2	29.5
Incr Delay (d2), s/veh	11.8	0.6	5.5	3.7	7.6	0.1	12.5	0.4	1.2	3.6	0.7	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	6.4	8.6	2.2	11.5	1.0	4.9	1.7	1.9	1.7	1.7	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	24.1	30.7	44.3	36.3	20.9	50.6	24.0	25.0	44.8	28.9	32.9
LnGrp LOS	D	C	C	D	D	C	D	C	C	D	C	C
Approach Vol, veh/h		1837			1816			704			490	
Approach Delay, s/veh		29.9			36.5			38.8			35.0	
Approach LOS		C			D			D			C	

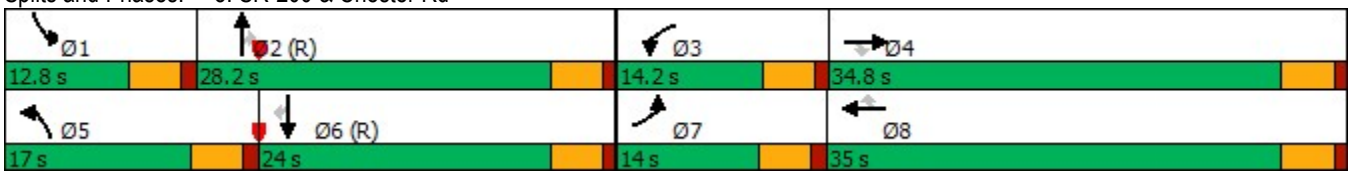
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	31.3	11.4	37.0	16.5	25.1	13.8	34.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.3	23.7	9.7	30.3	12.5	19.5	9.5	30.5
Max Q Clear Time (g_c+I1), s	5.8	6.7	6.8	23.4	11.8	9.2	9.3	28.3
Green Ext Time (p_c), s	0.1	1.5	0.2	4.7	0.1	1.2	0.0	1.9

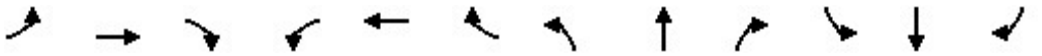
Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	12.8	28.2	14.2	34.8	17	24	14	35
Maximum Split (%)	14.2%	31.3%	15.8%	38.7%	18.9%	26.7%	15.6%	38.9%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	73	85.8	24	38.2	73	0	24	38
End Time (s)	85.8	24	38.2	73	0	24	38	73
Yield/Force Off (s)	81.3	19.5	33.7	68.5	85.5	19.5	33.5	68.5
Yield/Force Off 170(s)	81.3	8.5	33.7	57.5	85.5	8.5	33.5	57.5
Local Start Time (s)	73	85.8	24	38.2	73	0	24	38
Local Yield (s)	81.3	19.5	33.7	68.5	85.5	19.5	33.5	68.5
Local Yield 170(s)	81.3	8.5	33.7	57.5	85.5	8.5	33.5	57.5

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 5: SR-200 & Chester Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	0	250	0	0	0	206	492	0	0	307	62
Future Volume (veh/h)	120	0	250	0	0	0	206	492	0	0	307	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	0	272	0	0	0	224	535	0	0	334	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	377	320	90	88	74	724	2437	0	90	1969	878
Arrive On Green	0.10	0.00	0.20	0.00	0.00	0.00	0.08	0.69	0.00	0.00	0.55	0.55
Sat Flow, veh/h	1781	1870	1585	1418	1870	1585	1781	3647	0	870	3554	1585
Grp Volume(v), veh/h	130	0	272	0	0	0	224	535	0	0	334	67
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1418	1870	1585	1781	1777	0	870	1777	1585
Q Serve(g_s), s	5.7	0.0	13.2	0.0	0.0	0.0	4.0	4.5	0.0	0.0	3.7	1.6
Cycle Q Clear(g_c), s	5.7	0.0	13.2	0.0	0.0	0.0	4.0	4.5	0.0	0.0	3.7	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	176	377	320	90	88	74	724	2437	0	90	1969	878
V/C Ratio(X)	0.74	0.00	0.85	0.00	0.00	0.00	0.31	0.22	0.00	0.00	0.17	0.08
Avail Cap(c_a), veh/h	401	947	802	342	421	357	757	2437	0	90	1969	878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	0.0	30.8	0.0	0.0	0.0	5.7	4.7	0.0	0.0	8.8	8.3
Incr Delay (d2), s/veh	6.0	0.0	6.3	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	5.4	0.0	0.0	0.0	1.3	1.4	0.0	0.0	1.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	0.0	37.1	0.0	0.0	0.0	6.0	4.9	0.0	0.0	9.0	8.5
LnGrp LOS	D	A	D	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		402			0			759			401	
Approach Delay, s/veh		38.4			0.0			5.2			8.9	
Approach LOS		D						A			A	

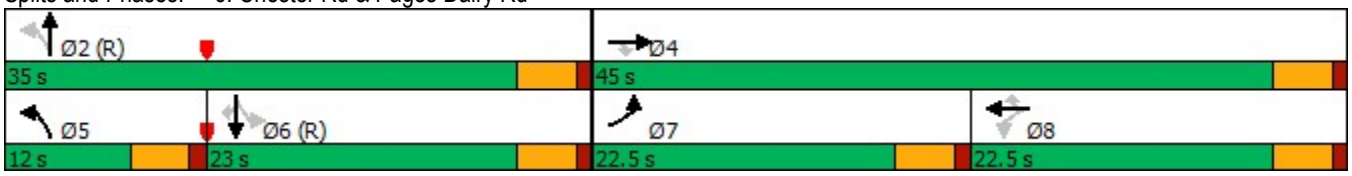
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		59.4		20.6	10.5	48.8	12.4	8.3				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		30.5		40.5	7.5	18.5	18.0	18.0				
Max Q Clear Time (g_c+I1), s		6.5		15.2	6.0	5.7	7.7	0.0				
Green Ext Time (p_c), s		3.7		0.9	0.1	1.9	0.2	0.0				

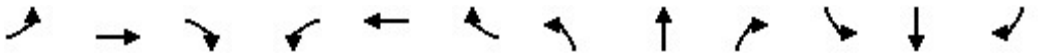
Intersection Summary												
HCM 6th Ctrl Delay			14.7									
HCM 6th LOS			B									

Phase Number	2	4	5	6	7	8
Movement	NBTL	EBT	NBL	SBTL	EBL	WBTL
Lead/Lag			Lead	Lag	Lead	Lag
Lead-Lag Optimize			Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	C-Max	None	None
Maximum Split (s)	35	45	12	23	22.5	22.5
Maximum Split (%)	43.8%	56.3%	15.0%	28.8%	28.1%	28.1%
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)	7	7		7	7	7
Flash Dont Walk (s)	11	11		11	11	11
Dual Entry	Yes	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	68	23	68	0	23	45.5
End Time (s)	23	68	0	23	45.5	68
Yield/Force Off (s)	18.5	63.5	75.5	18.5	41	63.5
Yield/Force Off 170(s)	7.5	52.5	75.5	7.5	30	52.5
Local Start Time (s)	68	23	68	0	23	45.5
Local Yield (s)	18.5	63.5	75.5	18.5	41	63.5
Local Yield 170(s)	7.5	52.5	75.5	7.5	30	52.5

Intersection Summary	
Cycle Length	80
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 6: Chester Rd & Pages Dairy Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1360	12	9	1756	172	14	2	15	112	3	78
Future Volume (veh/h)	82	1360	12	9	1756	172	14	2	15	112	3	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	1478	13	10	1909	187	15	2	16	122	3	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	2326	722	22	2063	640	446	65	521	493	16	445
Arrive On Green	0.06	0.46	0.46	0.01	0.40	0.40	0.02	0.36	0.36	0.29	0.29	0.29
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	179	1433	1395	54	1539
Grp Volume(v), veh/h	89	1478	13	10	1909	187	15	0	18	122	0	88
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1612	1395	0	1593
Q Serve(g_s), s	3.9	17.7	0.4	0.4	28.5	6.4	0.5	0.0	0.6	5.5	0.0	3.3
Cycle Q Clear(g_c), s	3.9	17.7	0.4	0.4	28.5	6.4	0.5	0.0	0.6	5.5	0.0	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		0.97
Lane Grp Cap(c), veh/h	114	2326	722	22	2063	640	446	0	586	493	0	461
V/C Ratio(X)	0.78	0.64	0.02	0.45	0.93	0.29	0.03	0.00	0.03	0.25	0.00	0.19
Avail Cap(c_a), veh/h	122	2326	722	111	2074	644	526	0	586	493	0	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.9	16.7	12.0	39.2	22.7	16.1	18.2	0.0	16.4	22.1	0.0	21.4
Incr Delay (d2), s/veh	25.6	0.6	0.0	13.6	7.7	0.3	0.0	0.0	0.1	1.2	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.5	0.1	0.3	12.0	2.2	0.2	0.0	0.2	1.9	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	17.3	12.0	52.9	30.4	16.4	18.2	0.0	16.5	23.3	0.0	22.3
LnGrp LOS	E	B	B	D	C	B	B	A	B	C	A	C
Approach Vol, veh/h		1580			2106			33			210	
Approach Delay, s/veh		19.8			29.2			17.3			22.9	
Approach LOS		B			C			B			C	

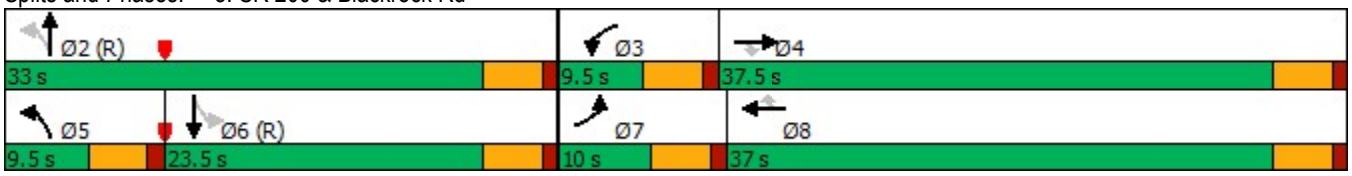
Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.6	5.5	40.9	5.9	27.6	9.6	36.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	28.5	5.0	33.0	5.0	19.0	5.5	32.5
Max Q Clear Time (g_c+I1), s	2.6	2.4	19.7	2.5	7.5	5.9	30.5
Green Ext Time (p_c), s	0.0	0.0	8.4	0.0	0.6	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Phase Number	2	3	4	5	6	7	8
Movement	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag		Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	33	9.5	37.5	9.5	23.5	10	37
Maximum Split (%)	41.3%	11.9%	46.9%	11.9%	29.4%	12.5%	46.3%
Minimum Split (s)	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)	7		7		7		7
Flash Dont Walk (s)	11		11		11		11
Dual Entry	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	70.5	23.5	33	70.5	0	23.5	33.5
End Time (s)	23.5	33	70.5	0	23.5	33.5	70.5
Yield/Force Off (s)	19	28.5	66	75.5	19	29	66
Yield/Force Off 170(s)	8	28.5	55	75.5	8	29	55
Local Start Time (s)	70.5	23.5	33	70.5	0	23.5	33.5
Local Yield (s)	19	28.5	66	75.5	19	29	66
Local Yield 170(s)	8	28.5	55	75.5	8	29	55

Intersection Summary	
Cycle Length	80
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 8: SR 200 & Blackrock Rd



Intersection	
Int Delay, s/veh	48.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	115	453	24	12	549	151	9	41	22	62	41	117
Future Vol, veh/h	115	453	24	12	549	151	9	41	22	62	41	117
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	185	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	125	492	26	13	597	164	10	45	24	67	45	127

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	761	0	0	518	0	0	1102	1542	259	1224	1473	381
Stage 1	-	-	-	-	-	-	755	755	-	705	705	-
Stage 2	-	-	-	-	-	-	347	787	-	519	768	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	847	-	-	1044	-	-	166	114	740	135	126	617
Stage 1	-	-	-	-	-	-	367	415	-	393	437	-
Stage 2	-	-	-	-	-	-	642	401	-	508	409	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	847	-	-	1044	-	-	79	96	740	74	106	617
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	96	-	74	106	-
Stage 1	-	-	-	-	-	-	313	354	-	335	432	-
Stage 2	-	-	-	-	-	-	451	396	-	366	348	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	1.9	0.1	71.8	$ 322
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	126	1044	-	-	847	-	- 156
HCM Lane V/C Ratio	0.621	0.012	-	-	0.148	-	- 1.533
HCM Control Delay (s)	71.8	8.5	-	-	10	-	- $ 322
HCM Lane LOS	F	A	-	-	A	-	- F
HCM 95th %tile Q(veh)	3.2	0	-	-	0.5	-	- 16

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

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	115	453	24	12	549	151	9	41	22	62	41	117
Future Volume (vph)	115	453	24	12	549	151	9	41	22	62	41	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	185		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.968			0.959			0.928	
Flt Protected	0.950			0.950				0.994			0.986	
Satd. Flow (prot)	1770	3511	0	1770	3426	0	0	1776	0	0	1704	0
Flt Permitted	0.950			0.950				0.994			0.986	
Satd. Flow (perm)	1770	3511	0	1770	3426	0	0	1776	0	0	1704	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1062			523			462			718	
Travel Time (s)		24.1			11.9			10.5			16.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	492	26	13	597	164	10	45	24	67	45	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	518	0	13	761	0	0	79	0	0	239	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	226	48	44	163	43	25
Future Vol, veh/h	226	48	44	163	43	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	246	52	48	177	47	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	298	0	519	246
Stage 1	-	-	-	-	246	-
Stage 2	-	-	-	-	273	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1263	-	517	793
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	773	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1263	-	497	793
Mov Cap-2 Maneuver	-	-	-	-	497	-
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	744	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	497	793	-	-	1263	-
HCM Lane V/C Ratio	0.094	0.034	-	-	0.038	-
HCM Control Delay (s)	13	9.7	-	-	8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-

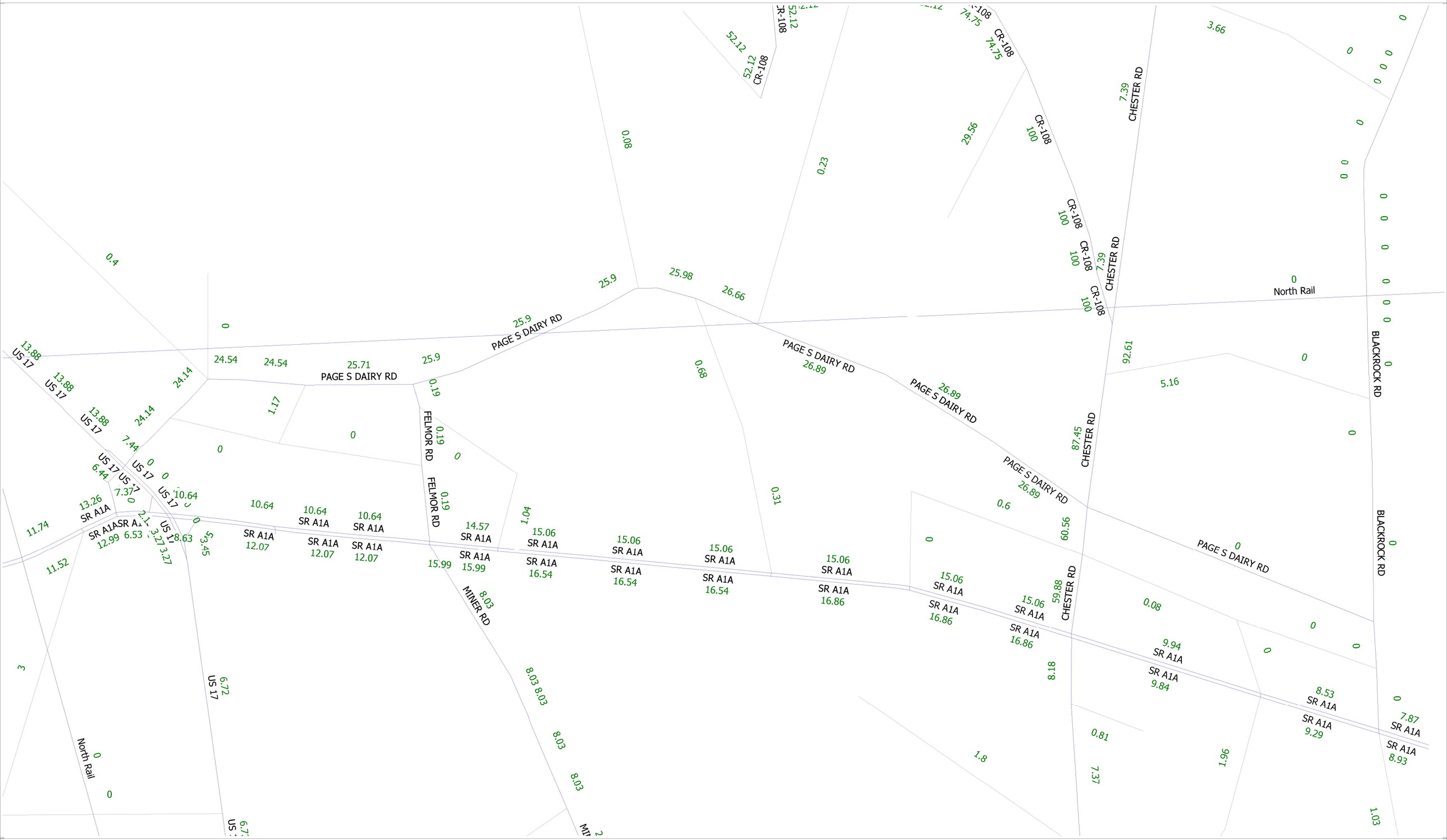
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	226	48	44	163	43	25
Future Volume (vph)	226	48	44	163	43	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			651	534	
Travel Time (s)	12.6			14.8	12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	246	52	48	177	47	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	246	52	48	177	47	27
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.6%		ICU Level of Service A	
Analysis Period (min) 15			

Appendix F
(NERPM Model Project Traffic Distributions)

Appendix F1
(2027 NERPM Model Project Traffic Distributions)

East Nassau Community Planning Area
Detailed Specific Area Plan #2
2027 Project Traffic Distribution
NERPMAB 1v3



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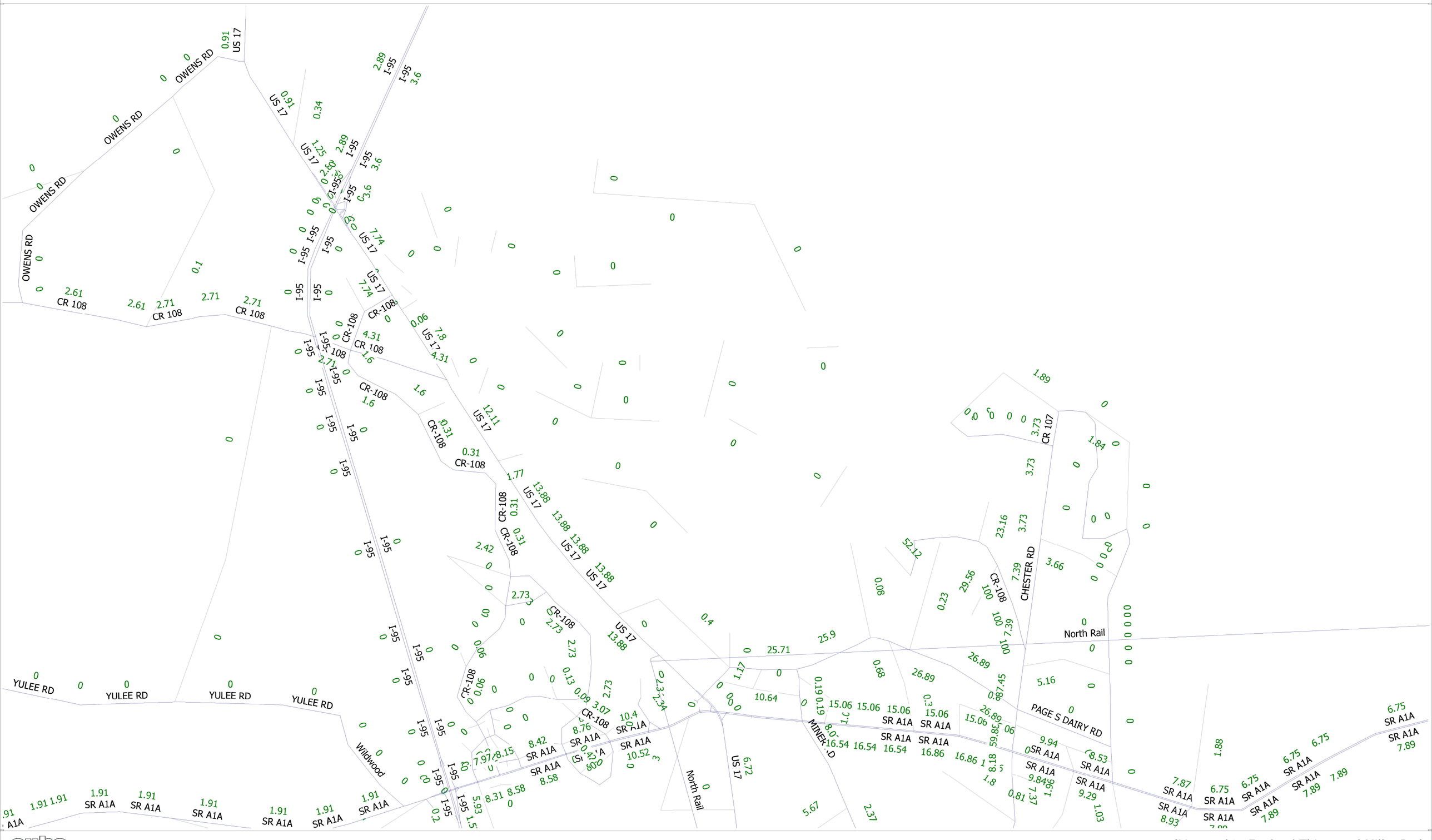
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2027 Daily Distribution
NERPMAB 1v3



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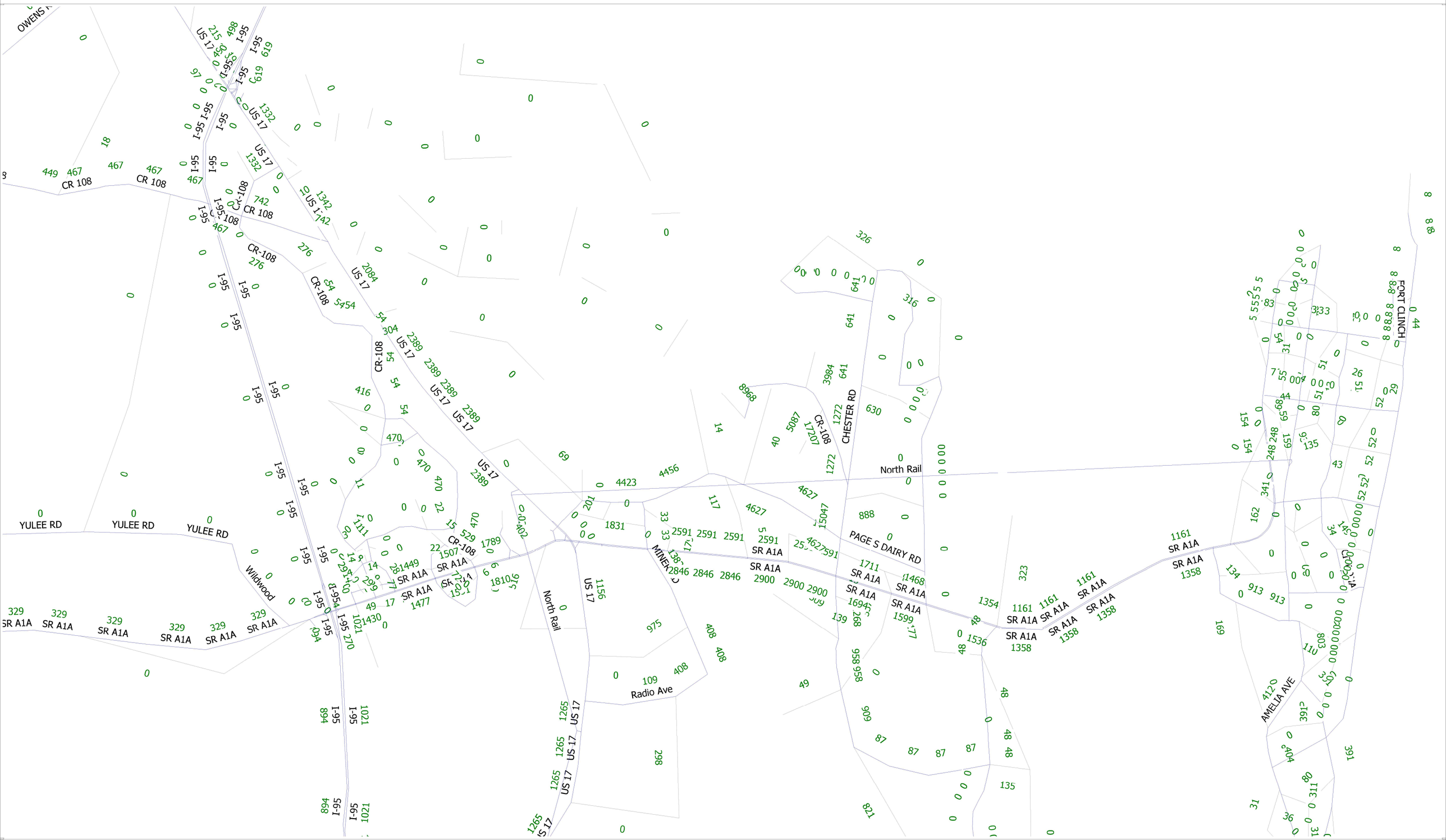
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2027 Project Traffic
NERPMAB 1v3



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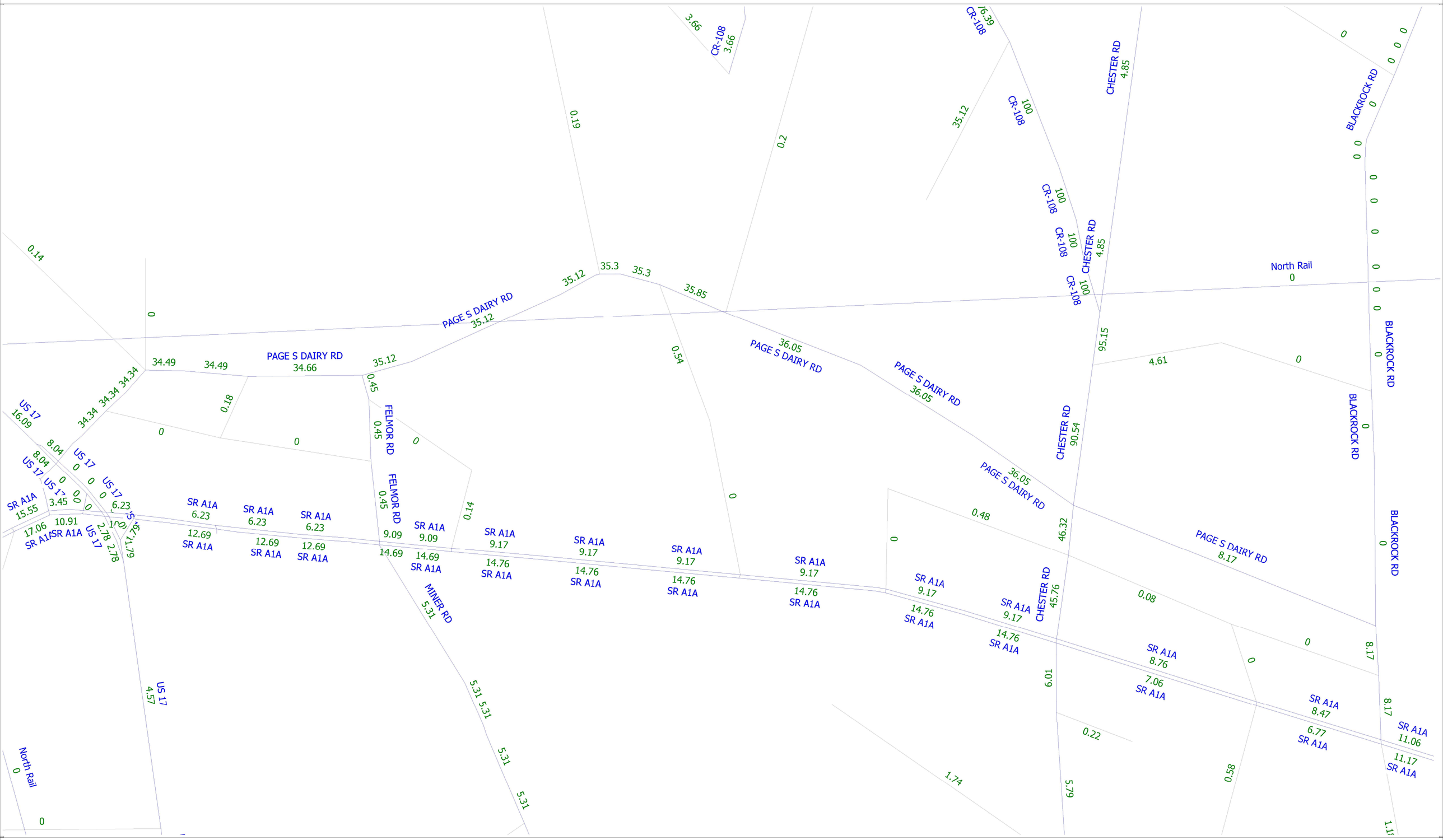
Appendix F2
(2032 NERPM Model Project Traffic Distributions)

East Nassau Community Planning Area
Detailed Specific Area Plan #2
2032 Daily Distribution
NERPMAB 1v3



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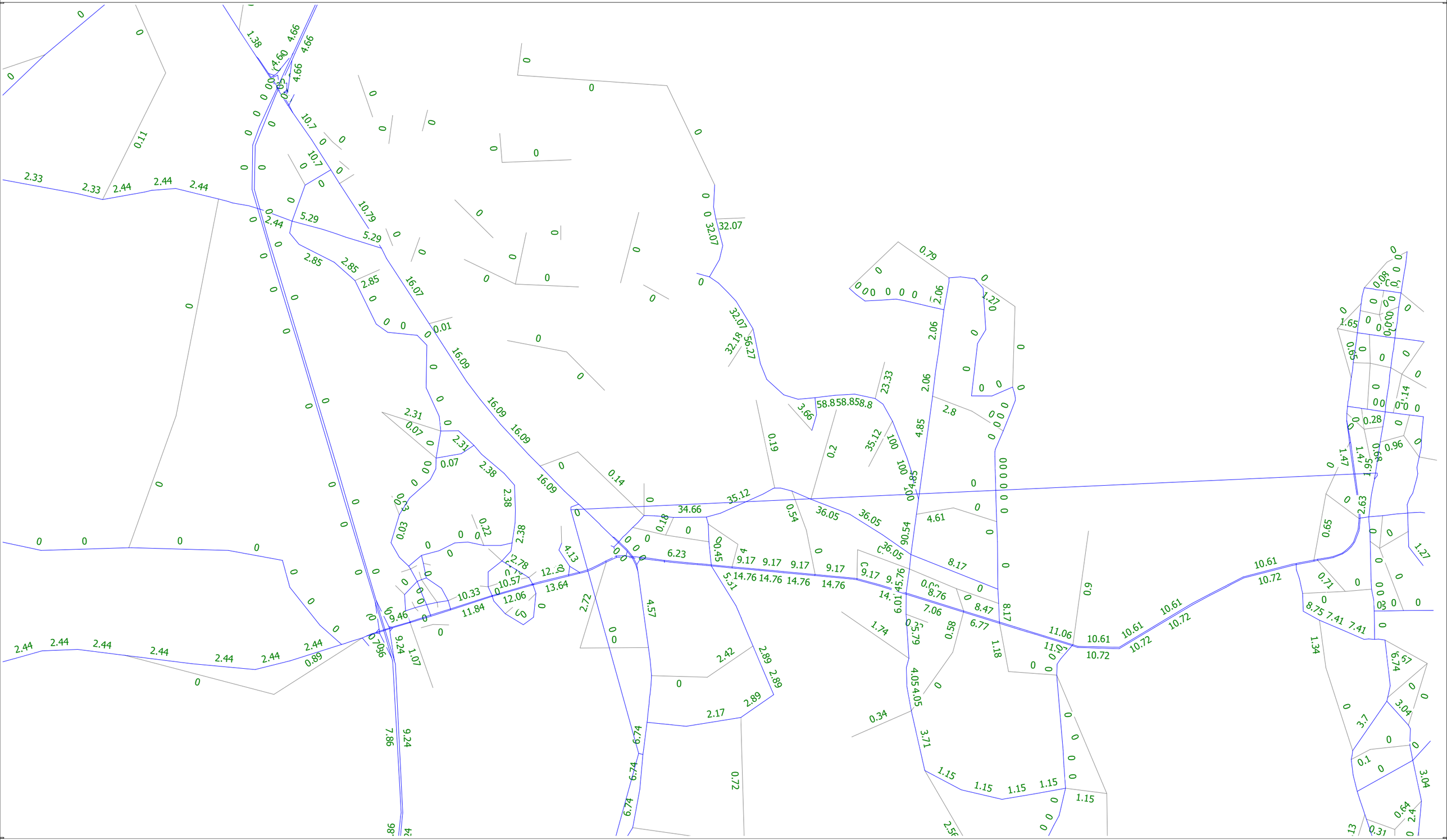
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2032 Project Traffic Distribution
NERPMAB 1v3



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East Nassau Community Planning Area
Detailed Specific Area Plan #2
2032 Project Traffic
NERPMAB 1v3

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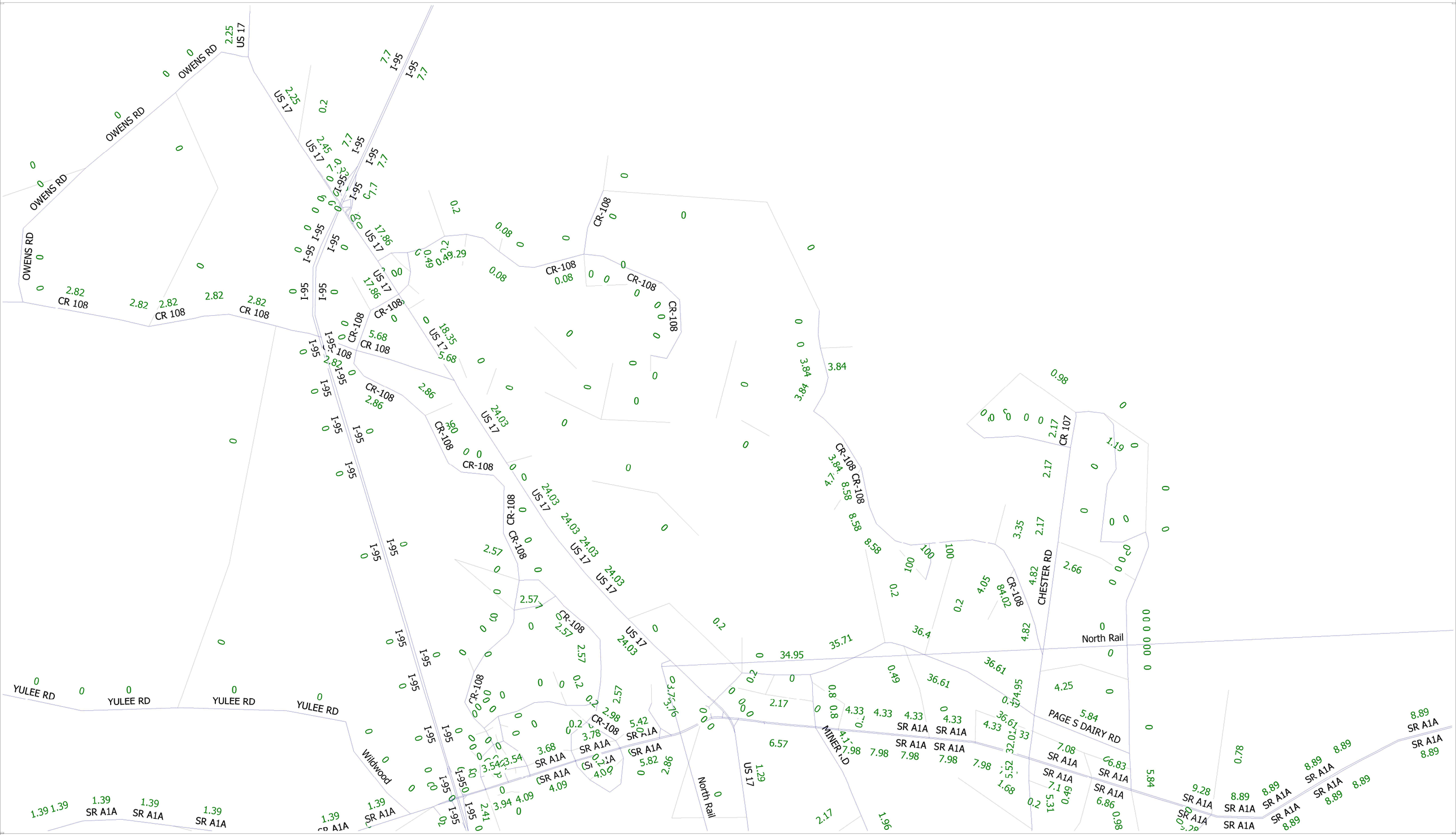
Appendix F3
(2037 NERPM Model Project Traffic Distributions)

East Nassau Community Planning Area
Detailed Specific Area Plan #2
2037 Daily Distribution - TAZ 29
NERPMAB 1v3



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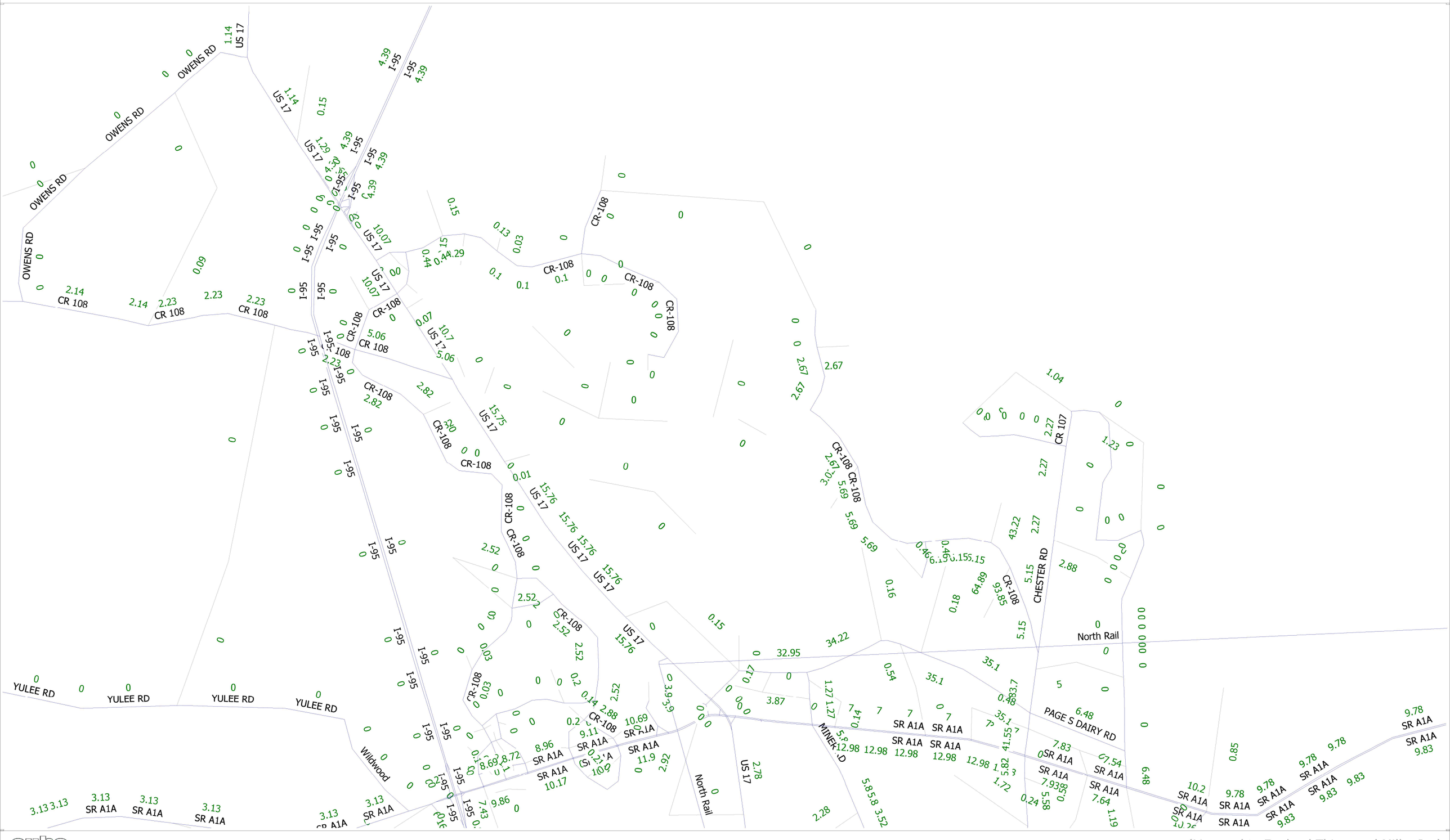
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2037 Daily Distribution - TAZ 27&28
NERPMAB 1v3



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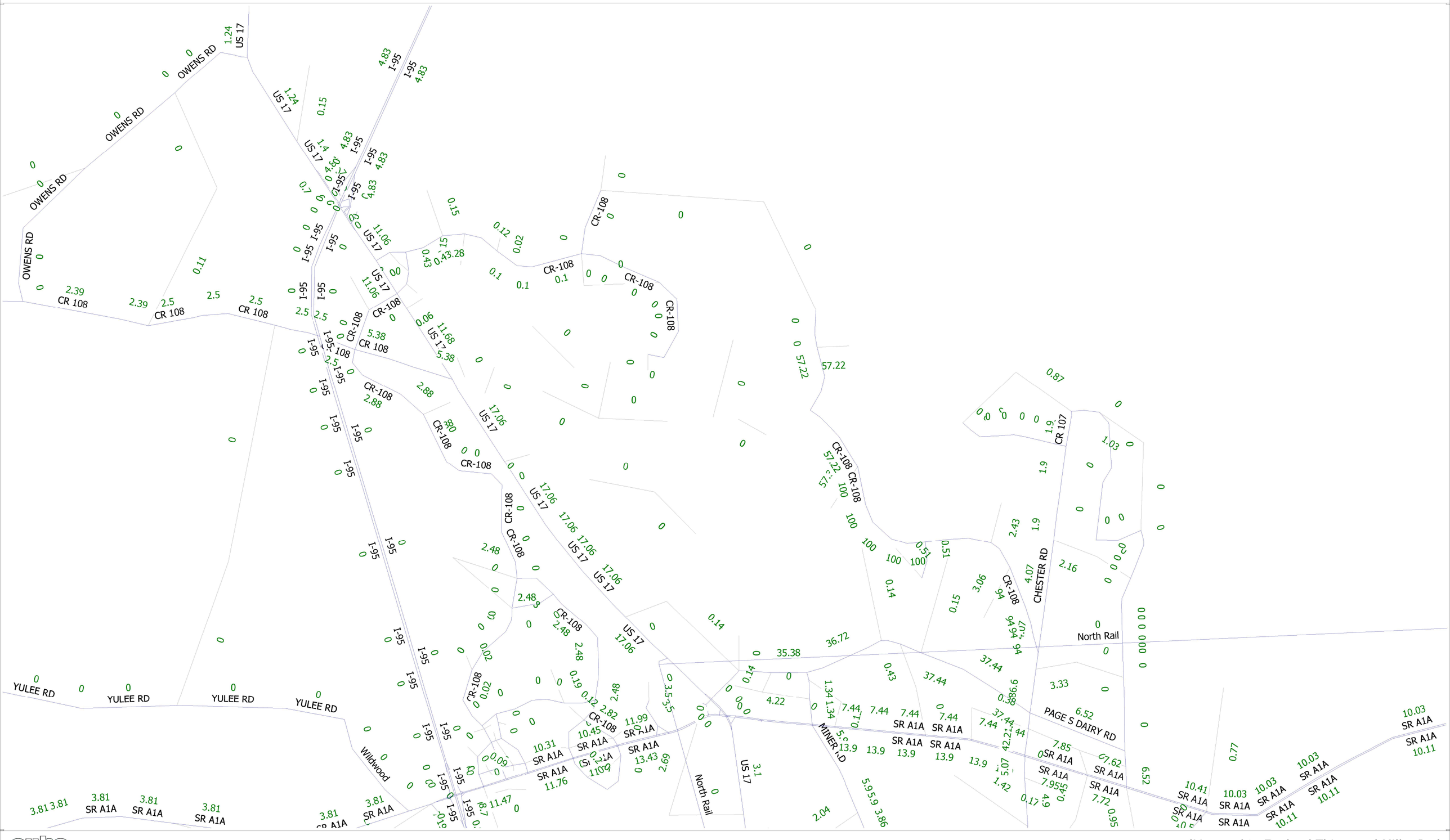
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2037 Daily Distribution - TAZ 30&31
NERPMAB 1v3



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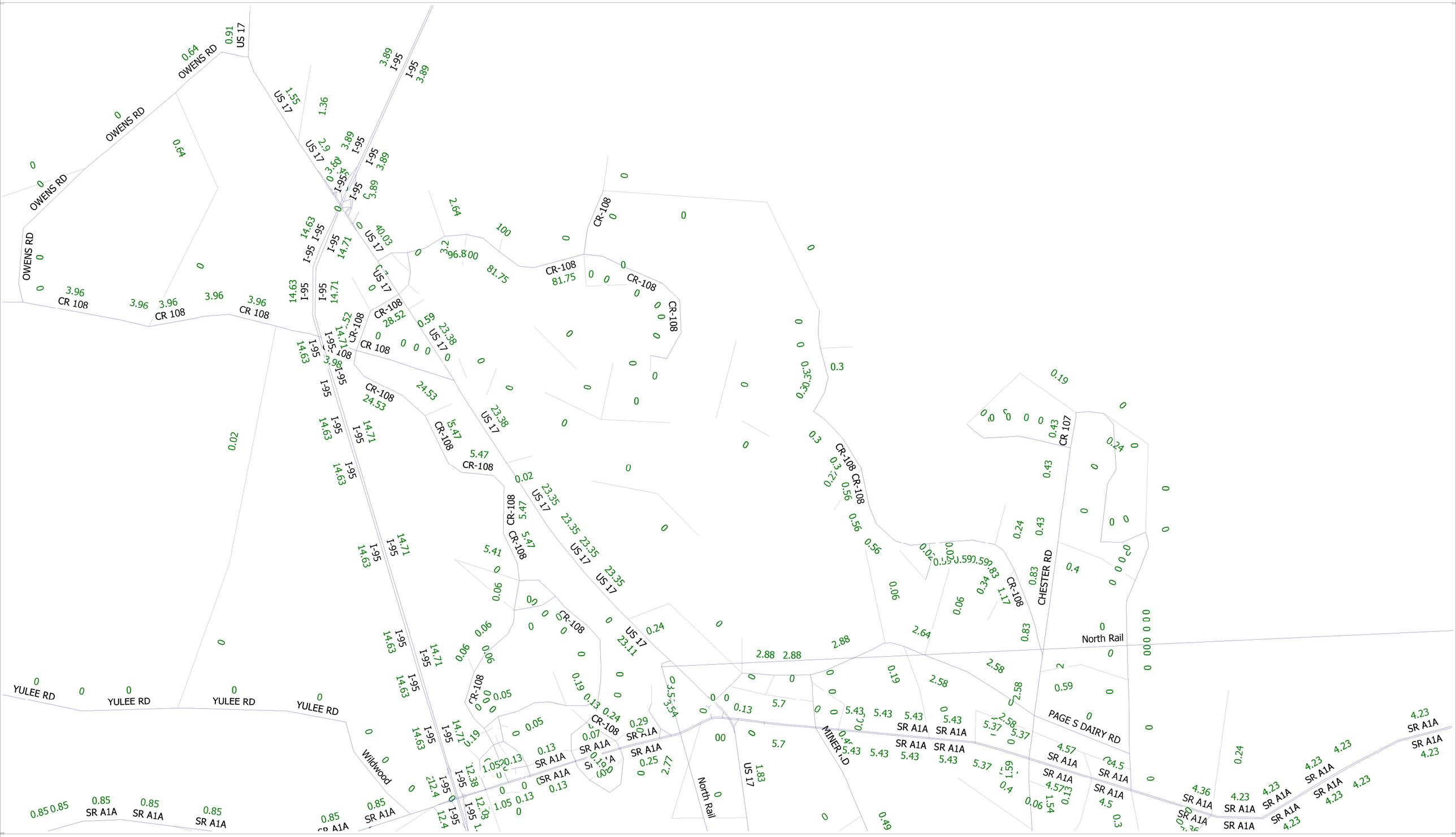
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2037 Daily Distribution - TAZ 94&98
NERPMAB 1v3



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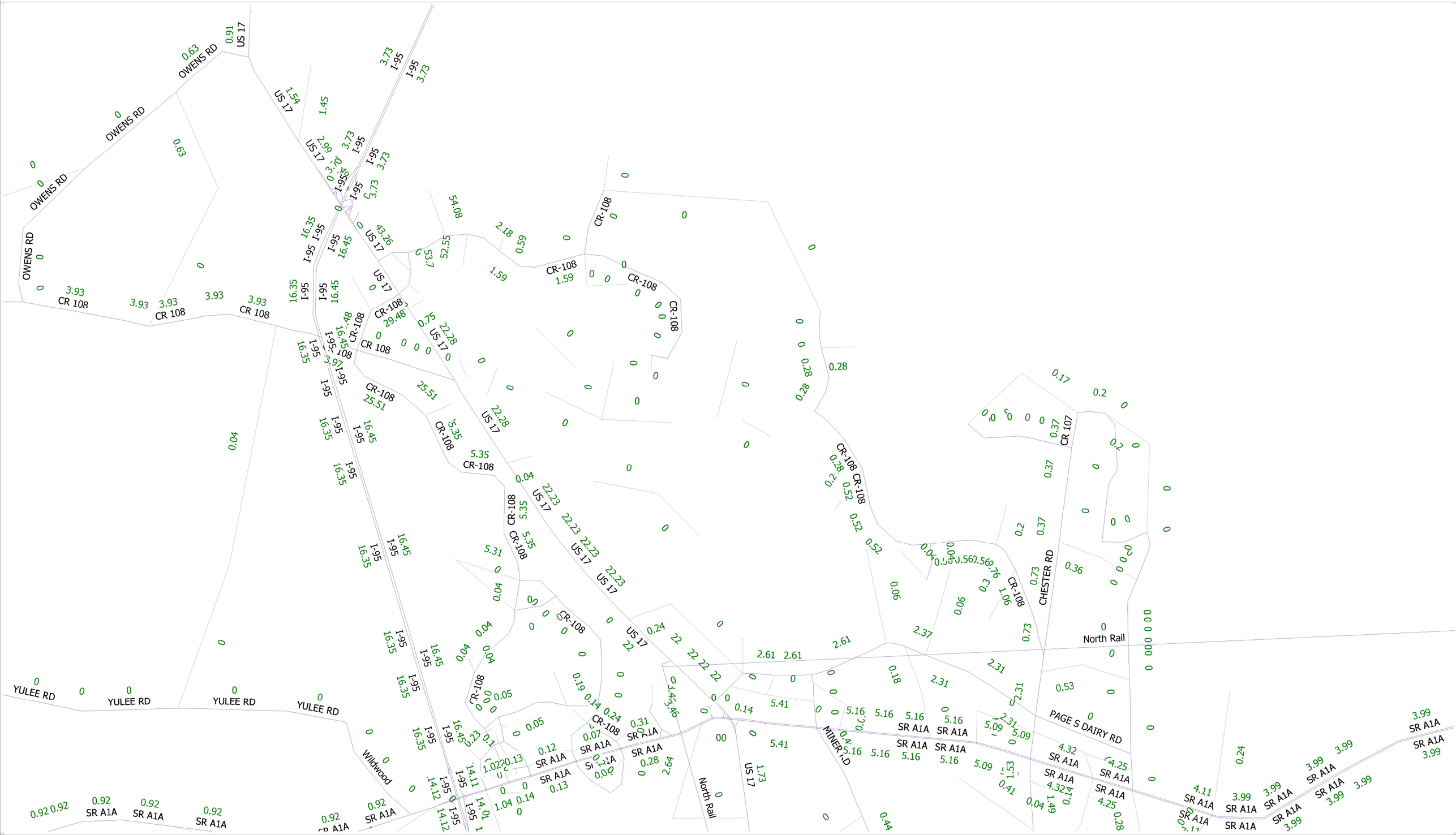
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2037 Daily Distribution - TAZ 128&129
NERPMAB 1v3



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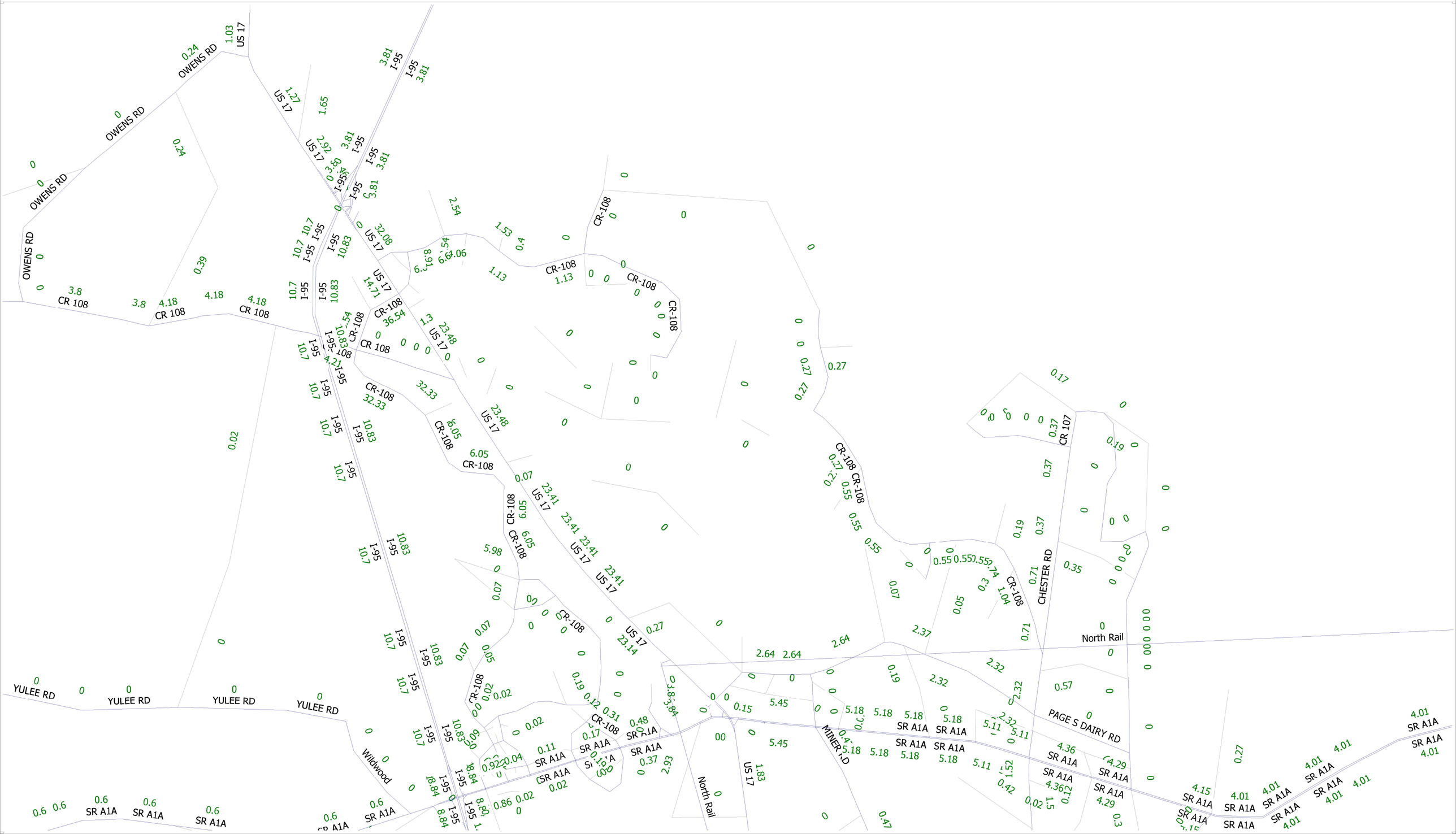
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2037 Daily Distribution - TAZ 130&131
NERPMAB 1v3



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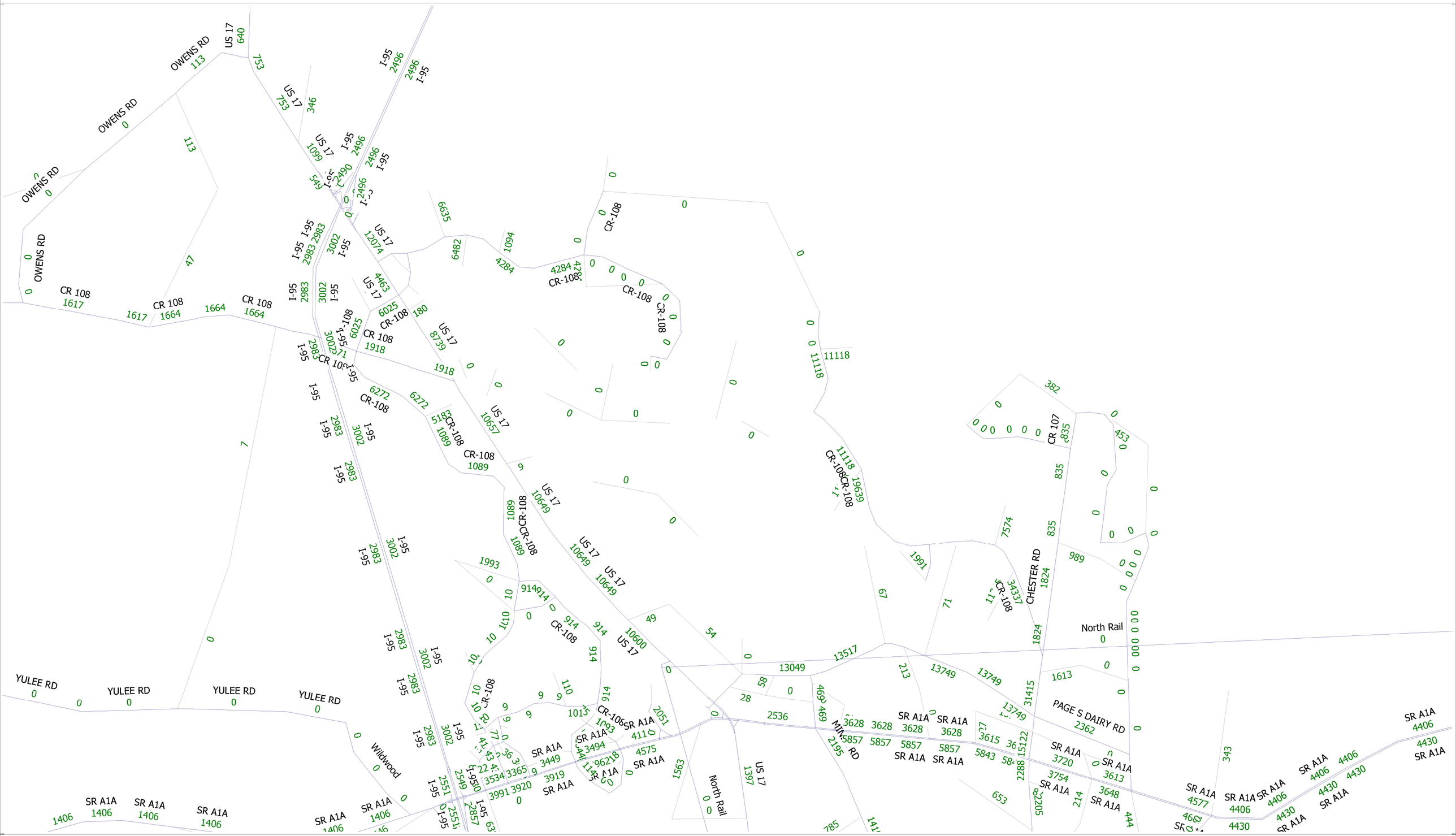
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2037 Project Traffic
NERPMAB 1v3



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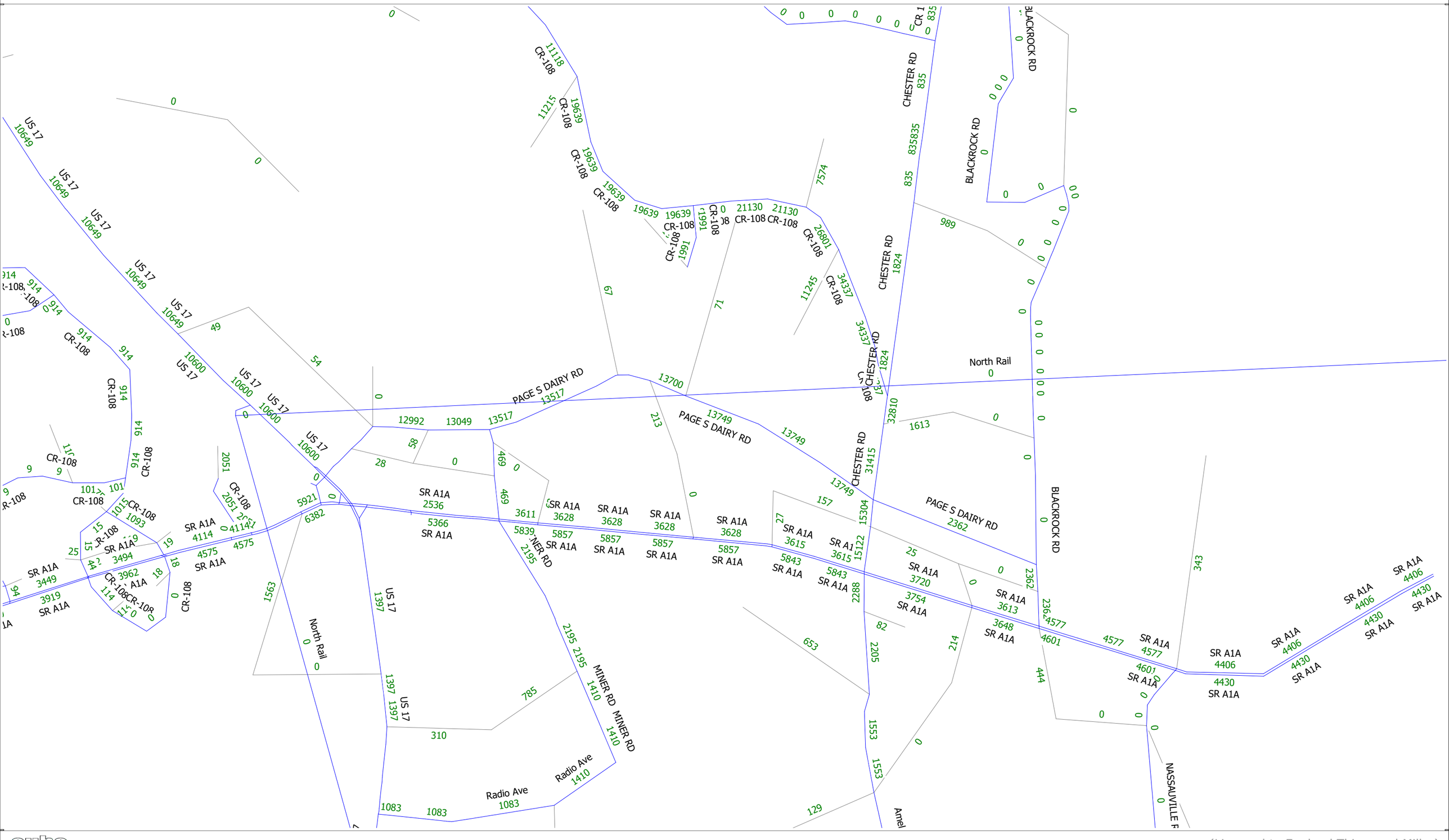
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2037 Project Traffic
NERPMAB 1v3



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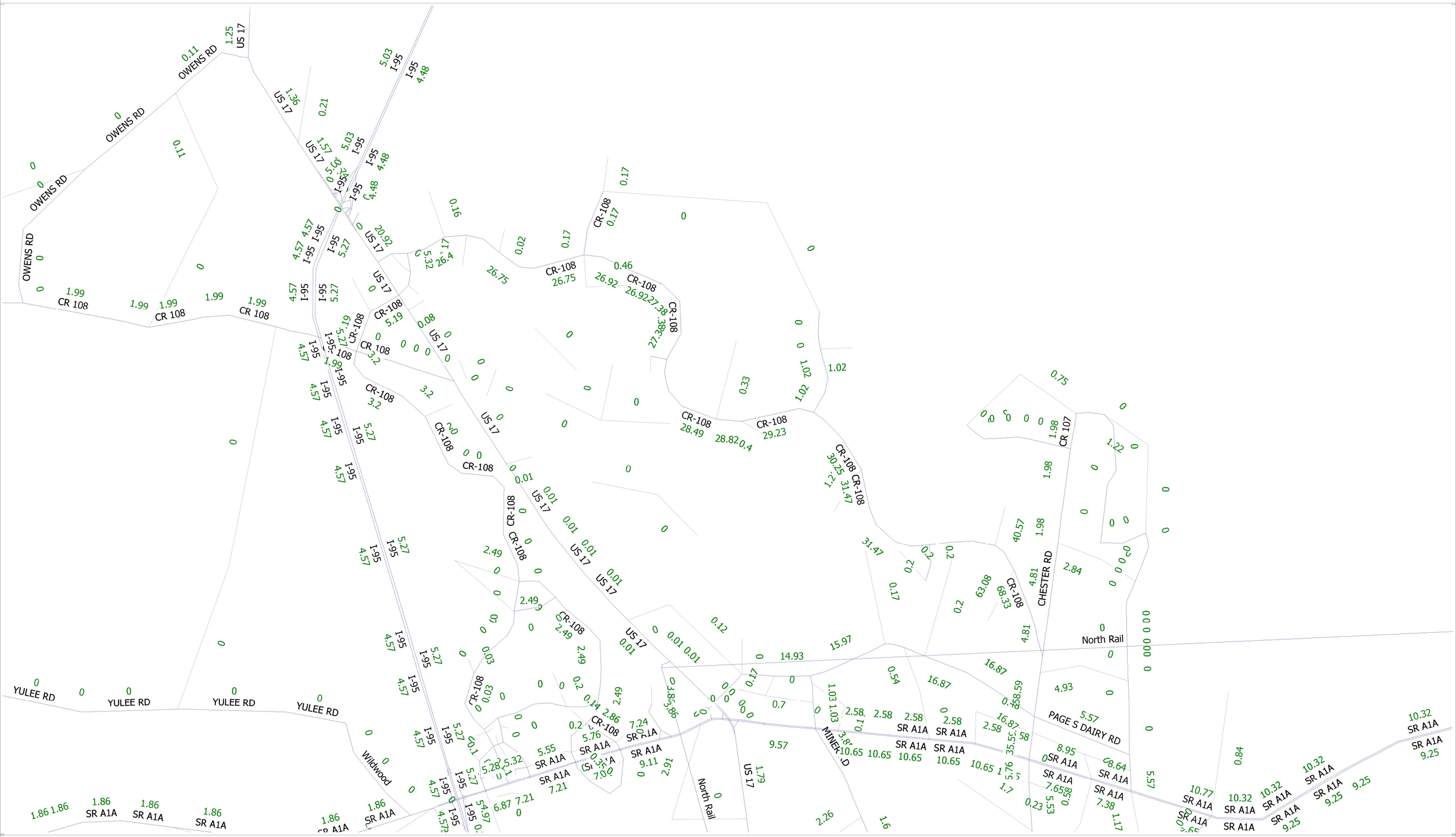
Appendix F4
(2042 NERPM Model Project Traffic Distributions)

East Nassau Community Planning Area
Detailed Specific Area Plan #2
2042 Daily Distribution - TAZ 27&28
NERPMAB 1v3



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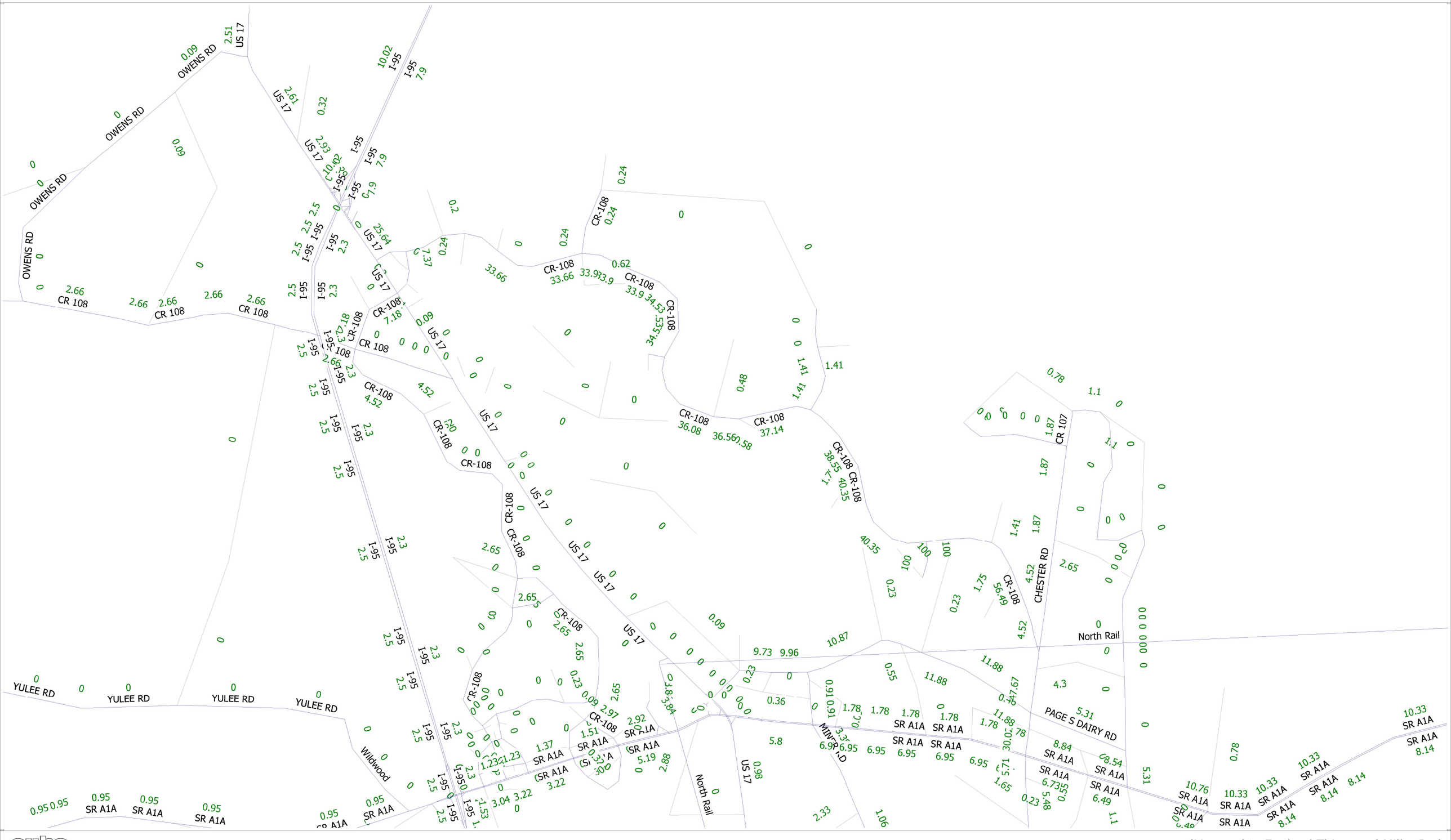
(Licensed to England Thims and Miller Inc)

East Nassau Community Planning Area
Detailed Specific Area Plan #2
2042 Daily Distribution - TAZ 29
NERPMAB 1v3



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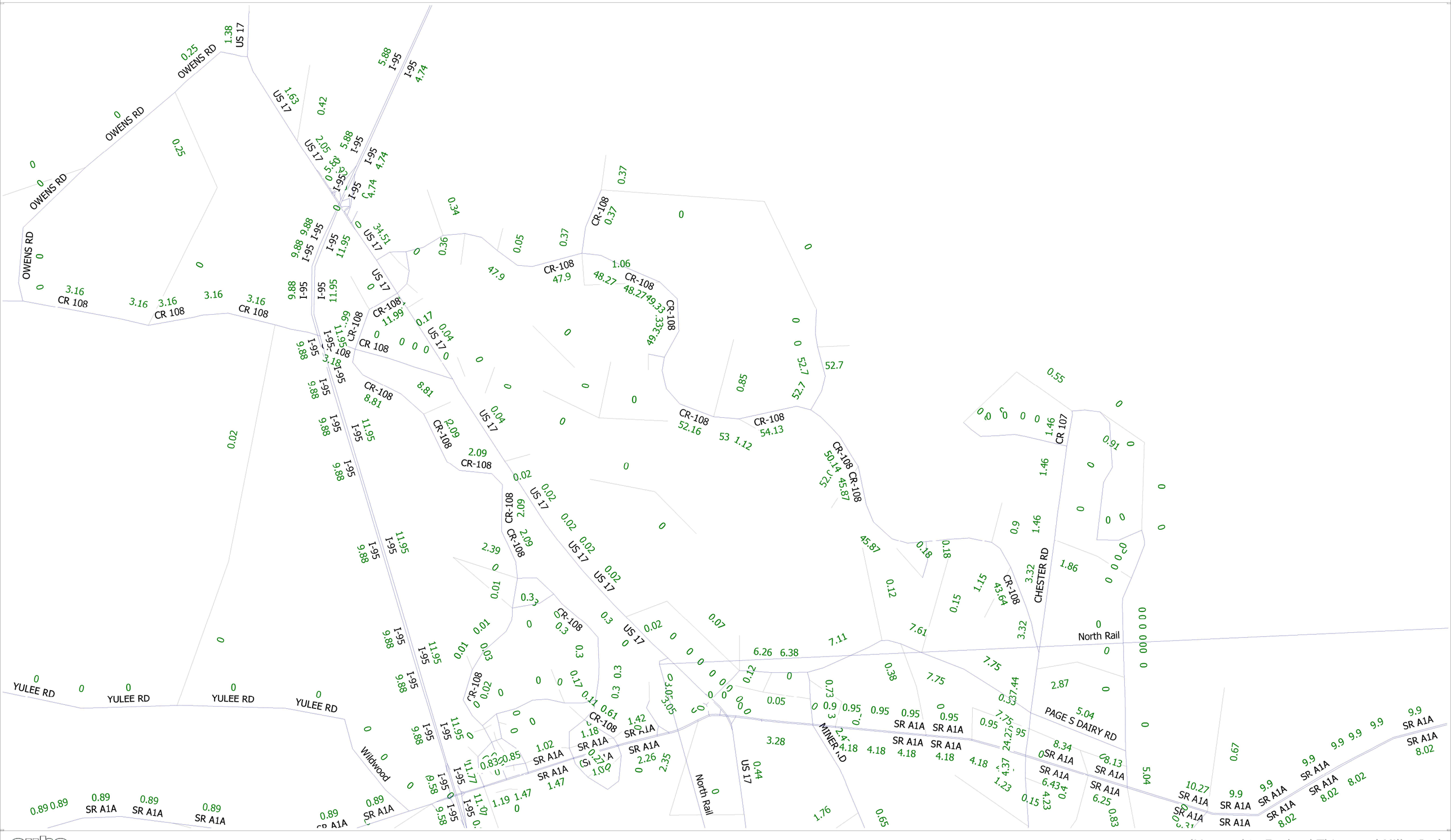
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2042 Daily Distribution - TAZ 30&31
NERPMAB 1v3



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East Nassau Community Planning Area
Detailed Specific Area Plan #2
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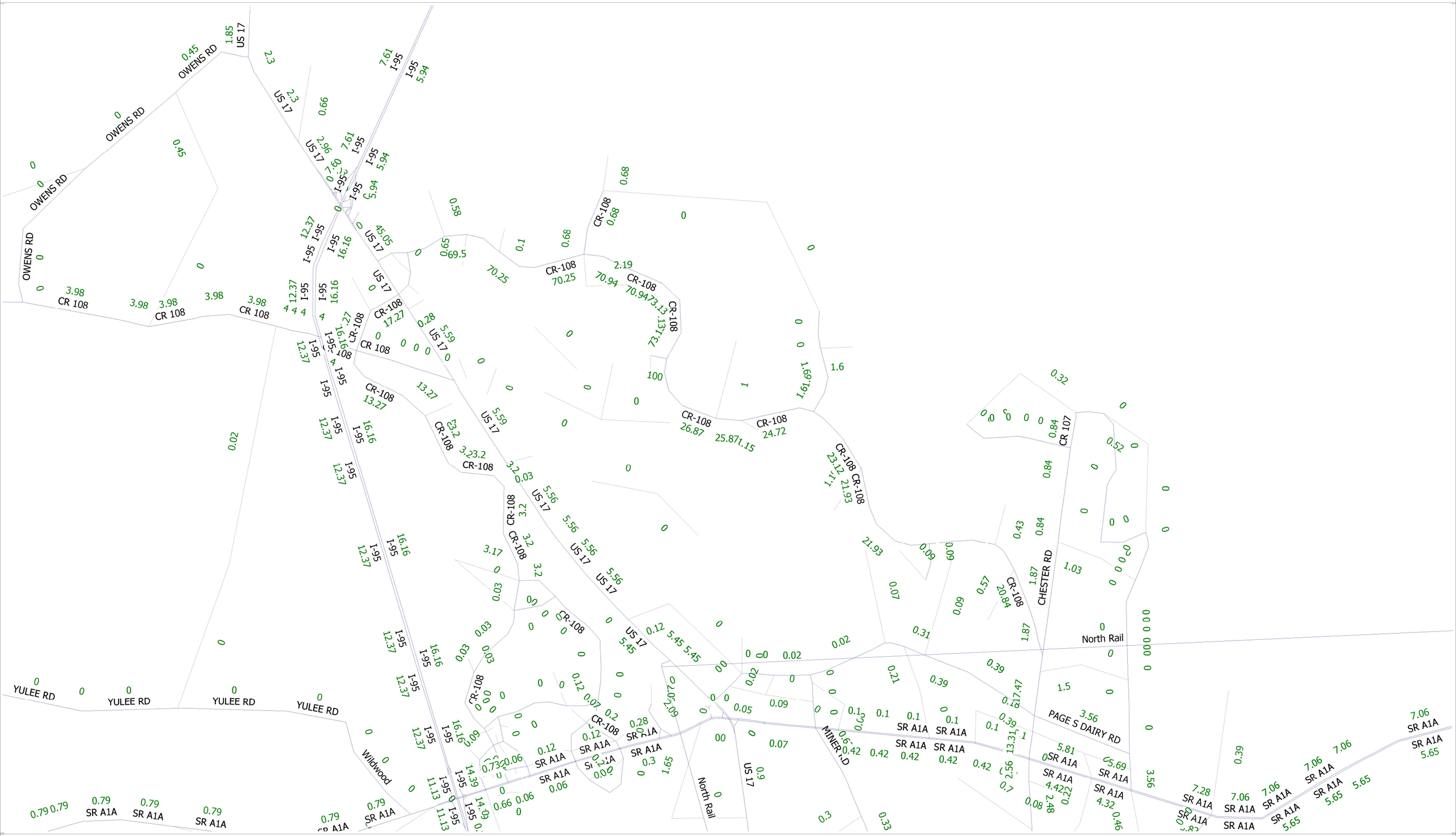

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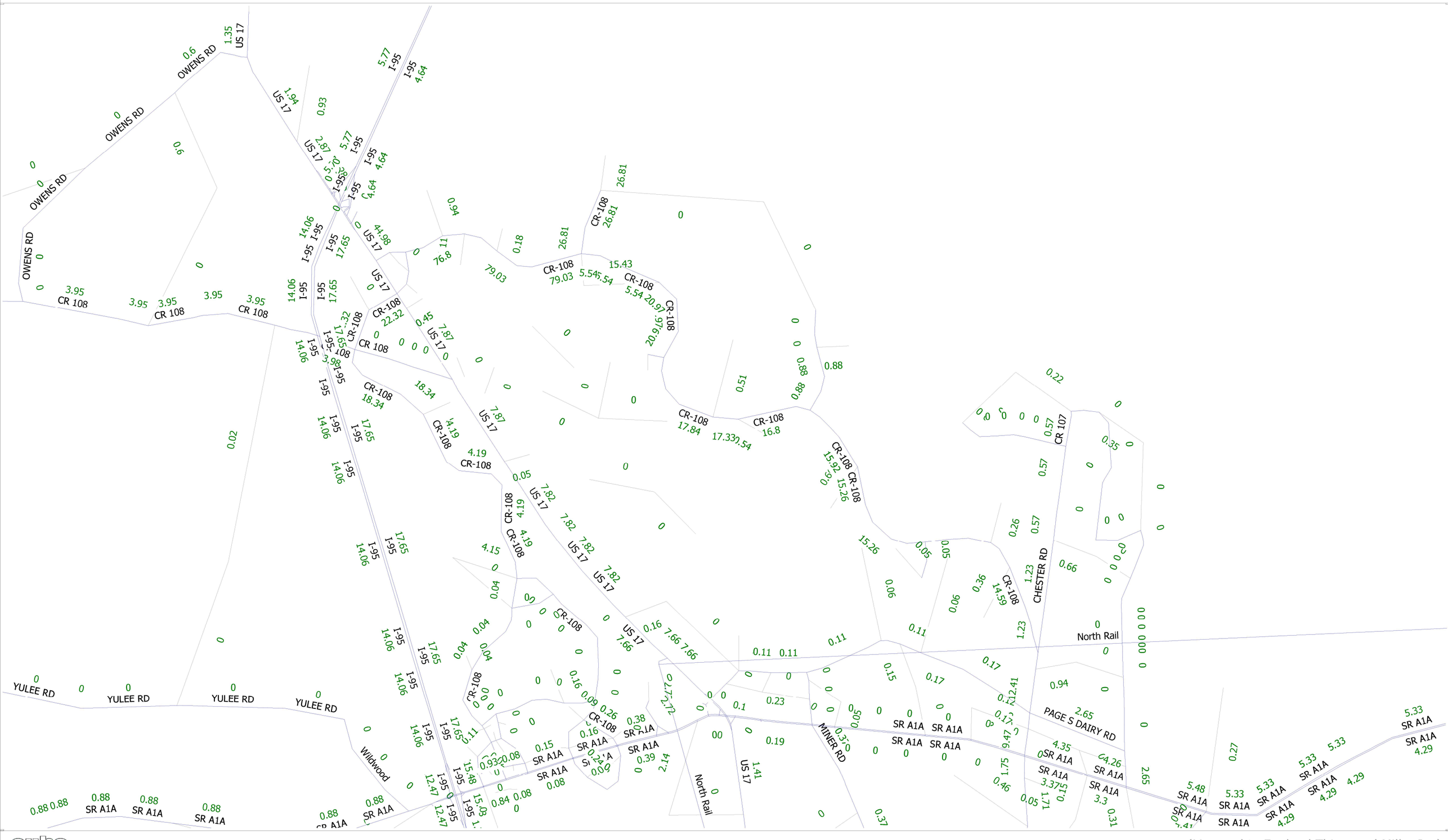
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2042 Daily Distribution - TAZ 94&97
NERPMAB 1v3



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East Nassau Community Planning Area
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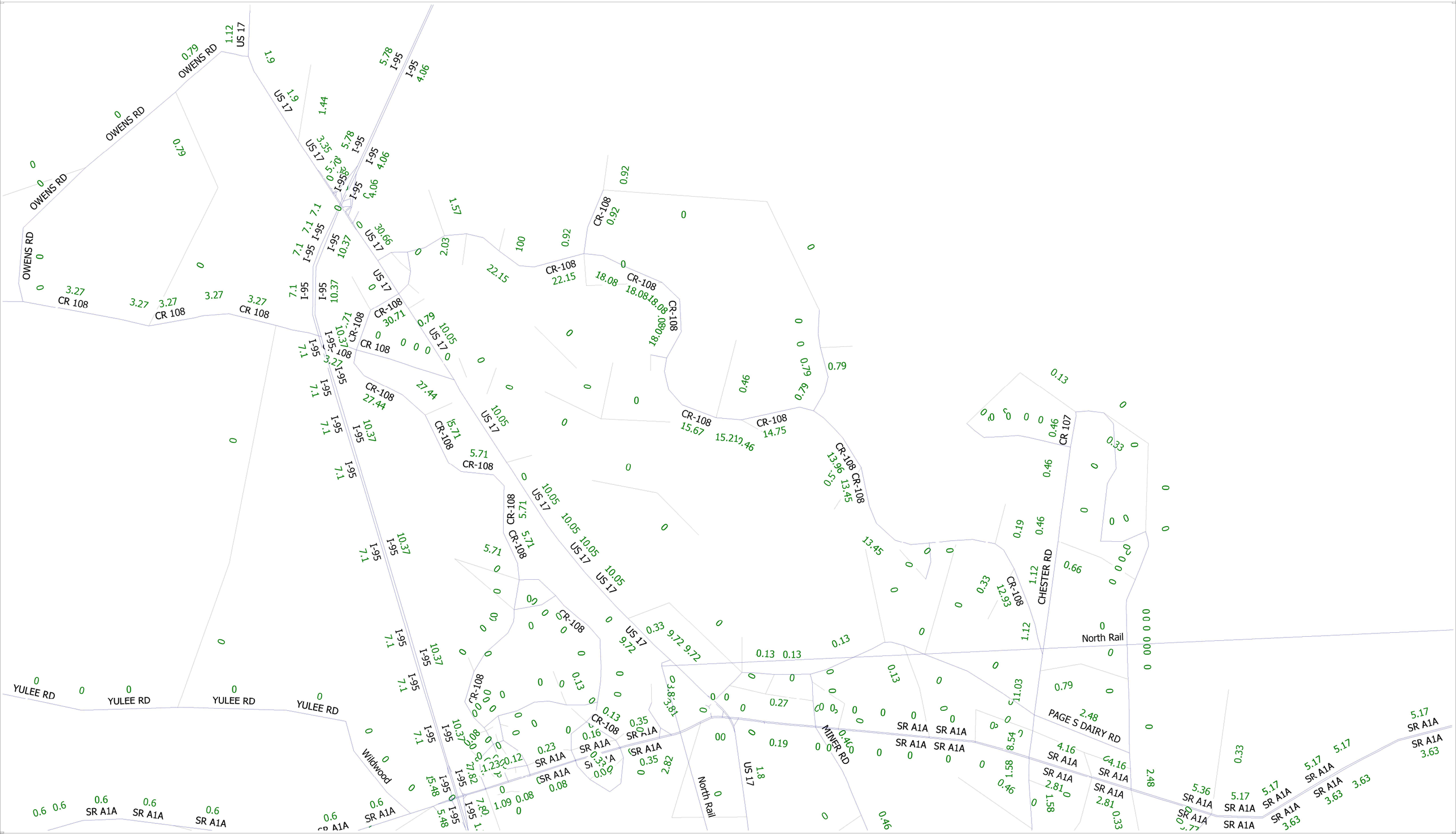
NERPMAB 1v3



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East Nassau Community Planning Area
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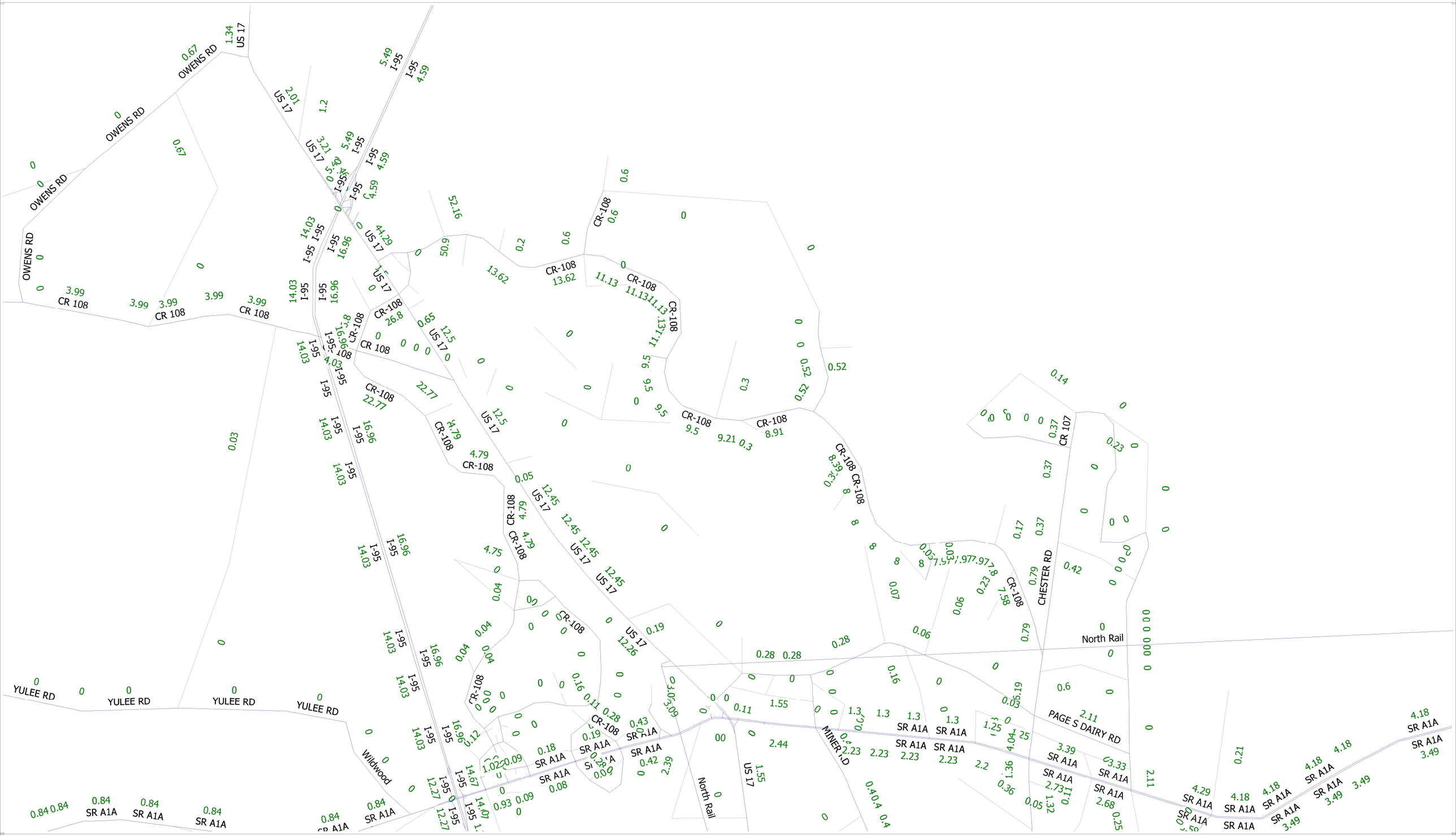

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East Nassau Community Planning Area
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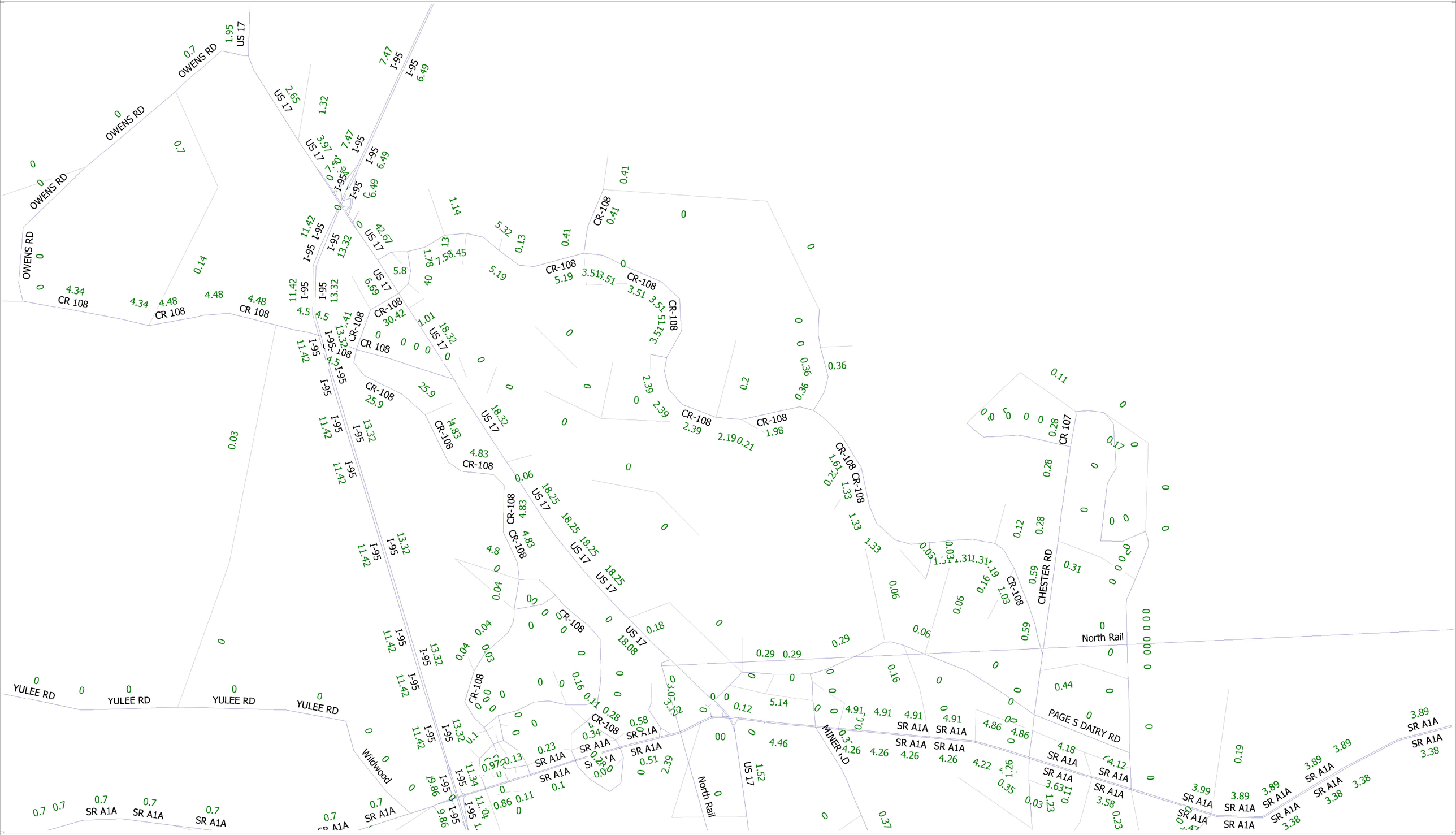
2042 Daily Distribution - TAZ 130&131
NERPMAB 1v3



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East Nassau Community Planning Area
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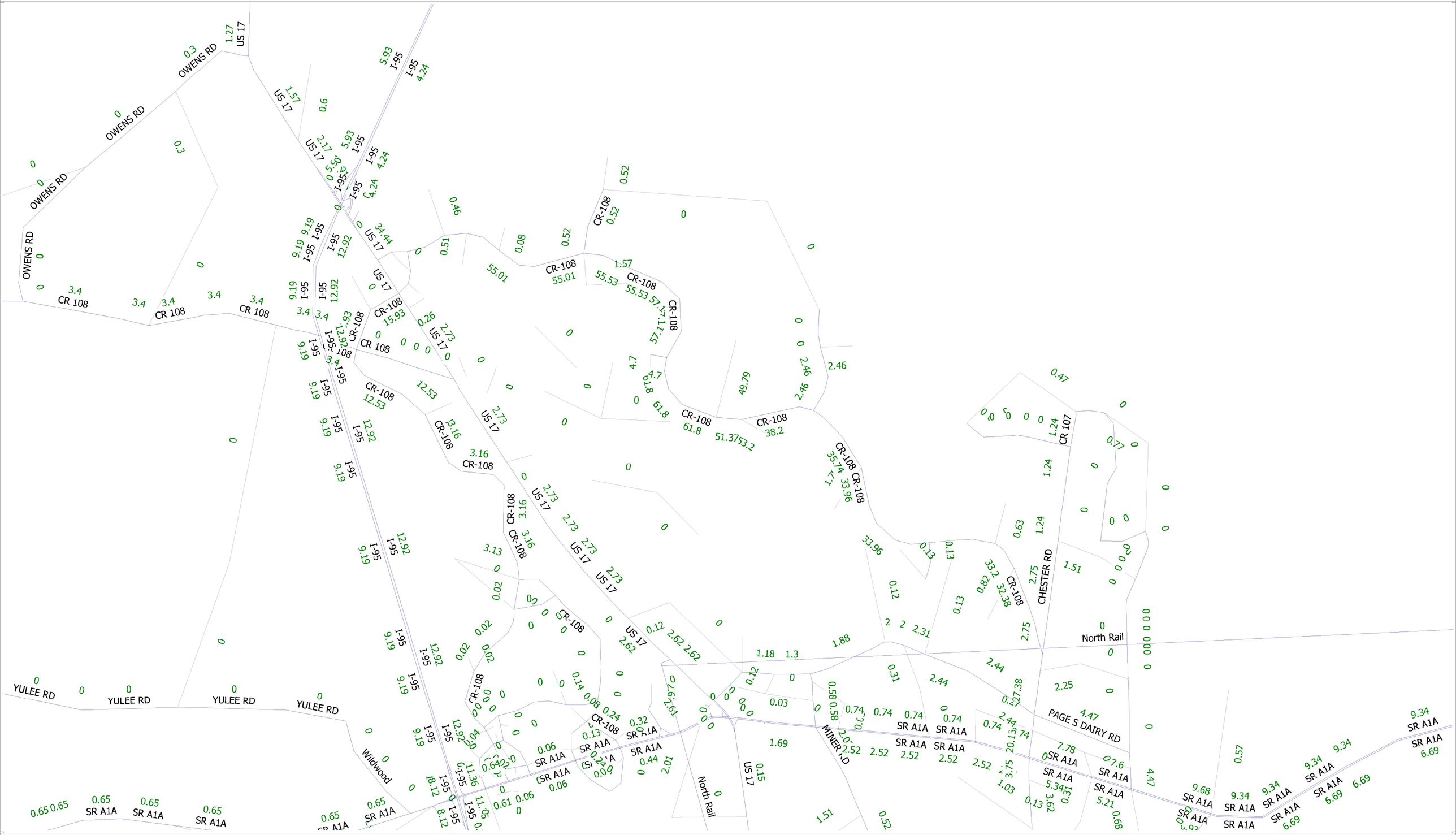
2042 Daily Distribution - TAZ 32&89
NERPMAB 1v3



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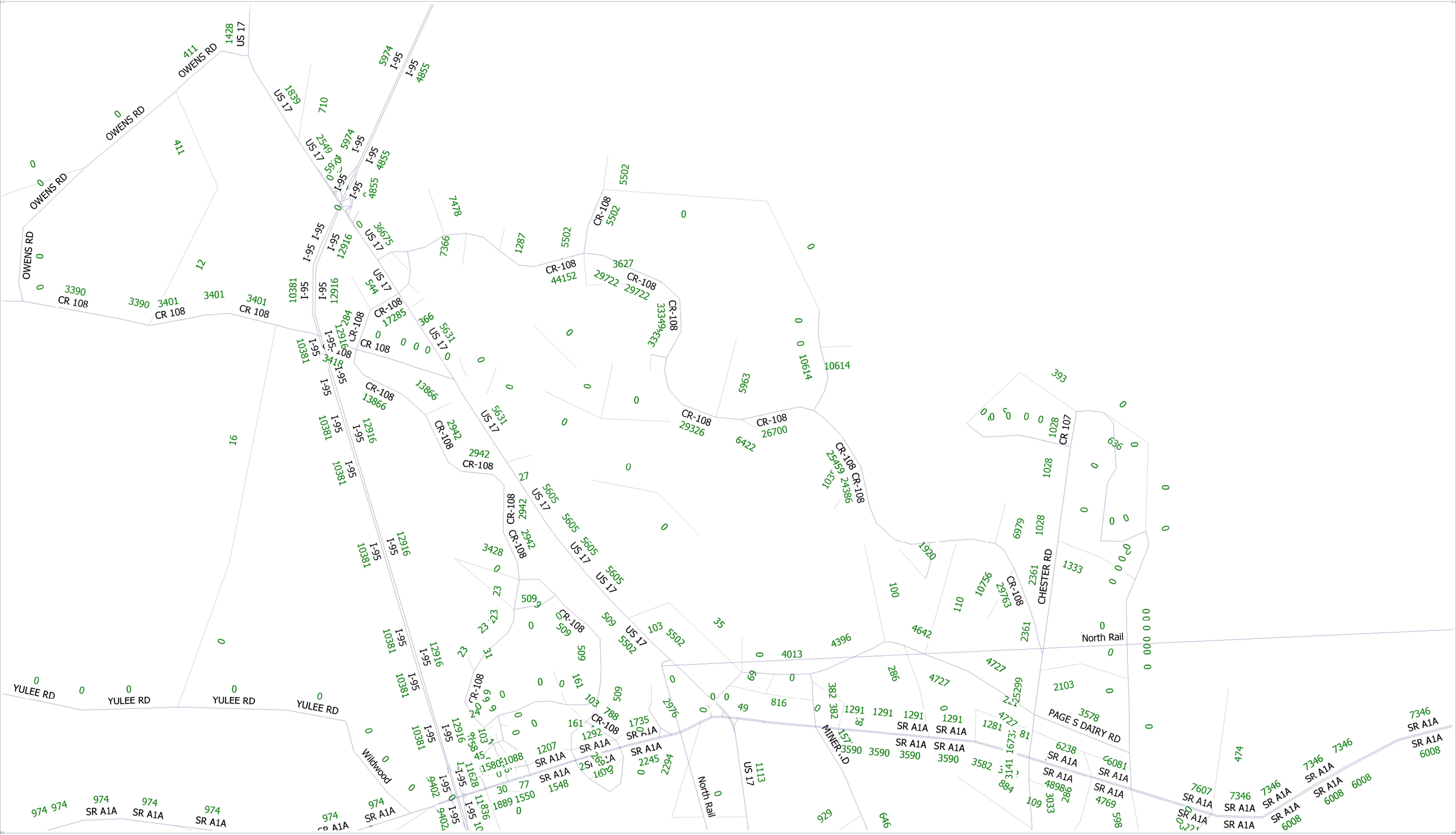
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2042 Project Traffic
NERPMAB 1v3



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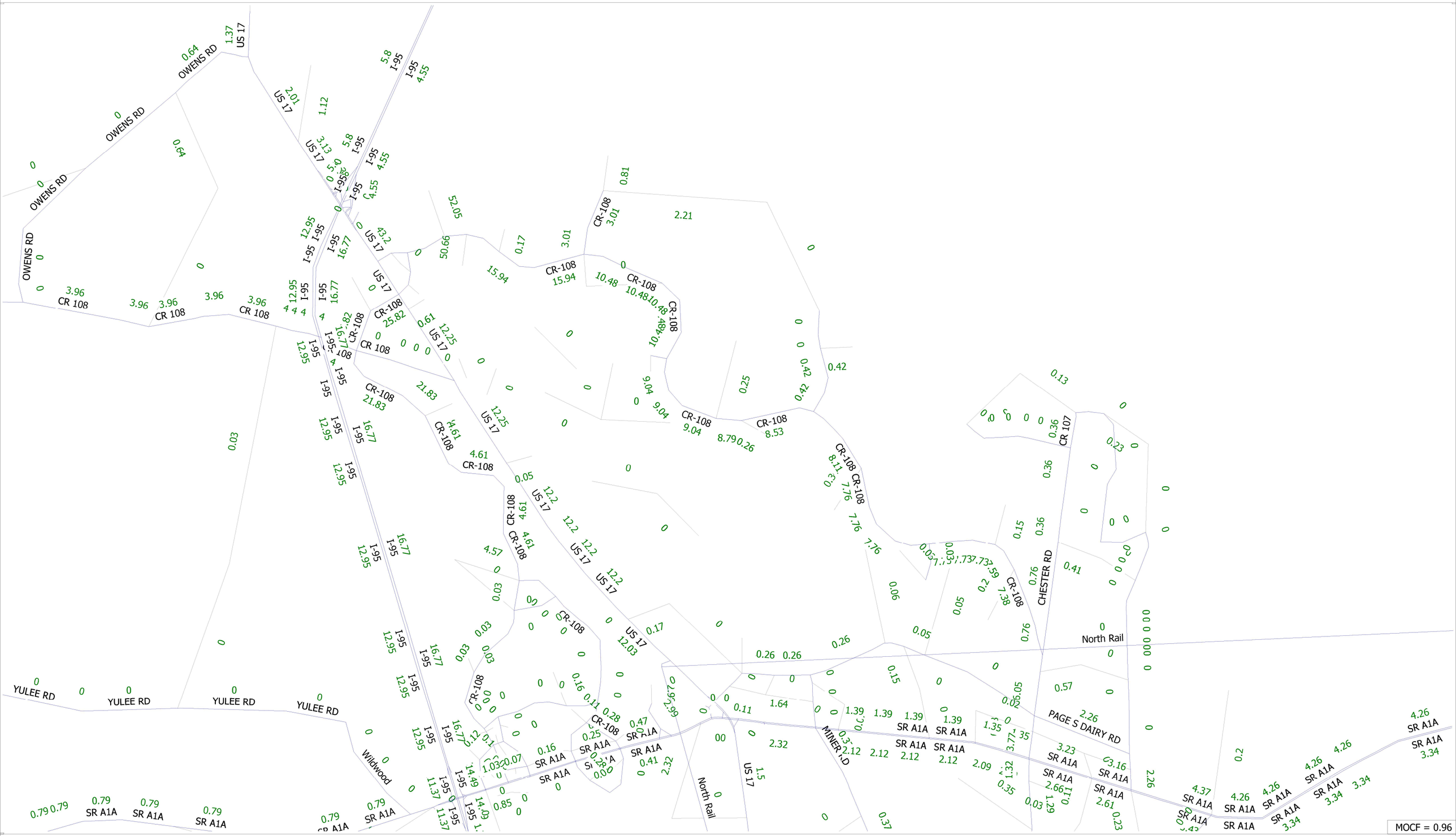
(Licensed to England Thims and Miller Inc)

Appendix F5
(2047 NERPM Model Project Traffic Distributions)

East Nassau Community Planning Area
Detailed Specific Area Plan #2
2047 Daily Distribution - 128&129
NERPMAB 1v3



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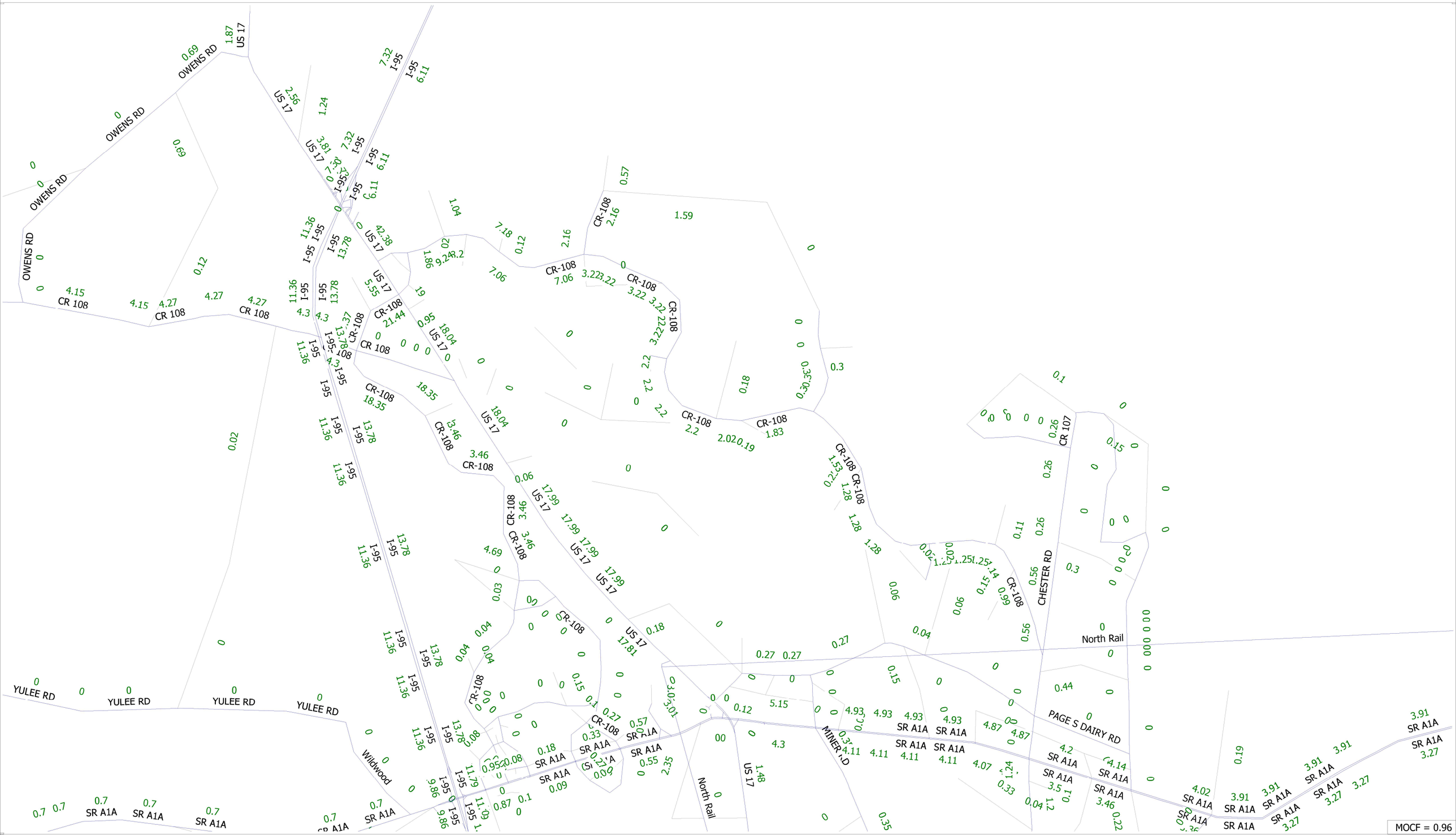
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2047 Daily Distribution - 130&131
NERPMAB 1v3



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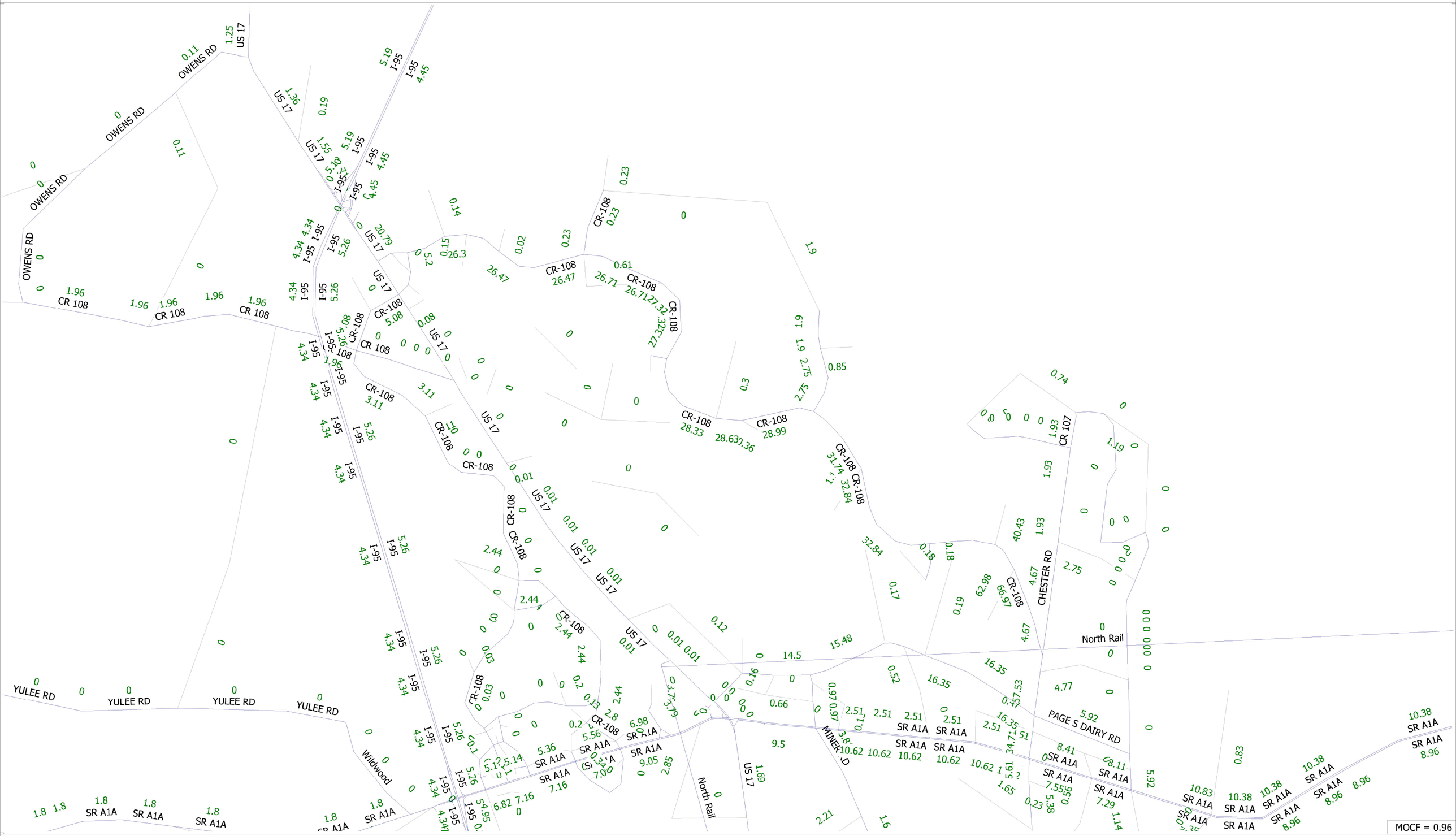
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2047 Daily Distribution - 27&28
NERPMAB 1v3



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(Licensed to England Thims and Miller Inc)

East Nassau Community Planning Area
Detailed Specific Area Plan #2
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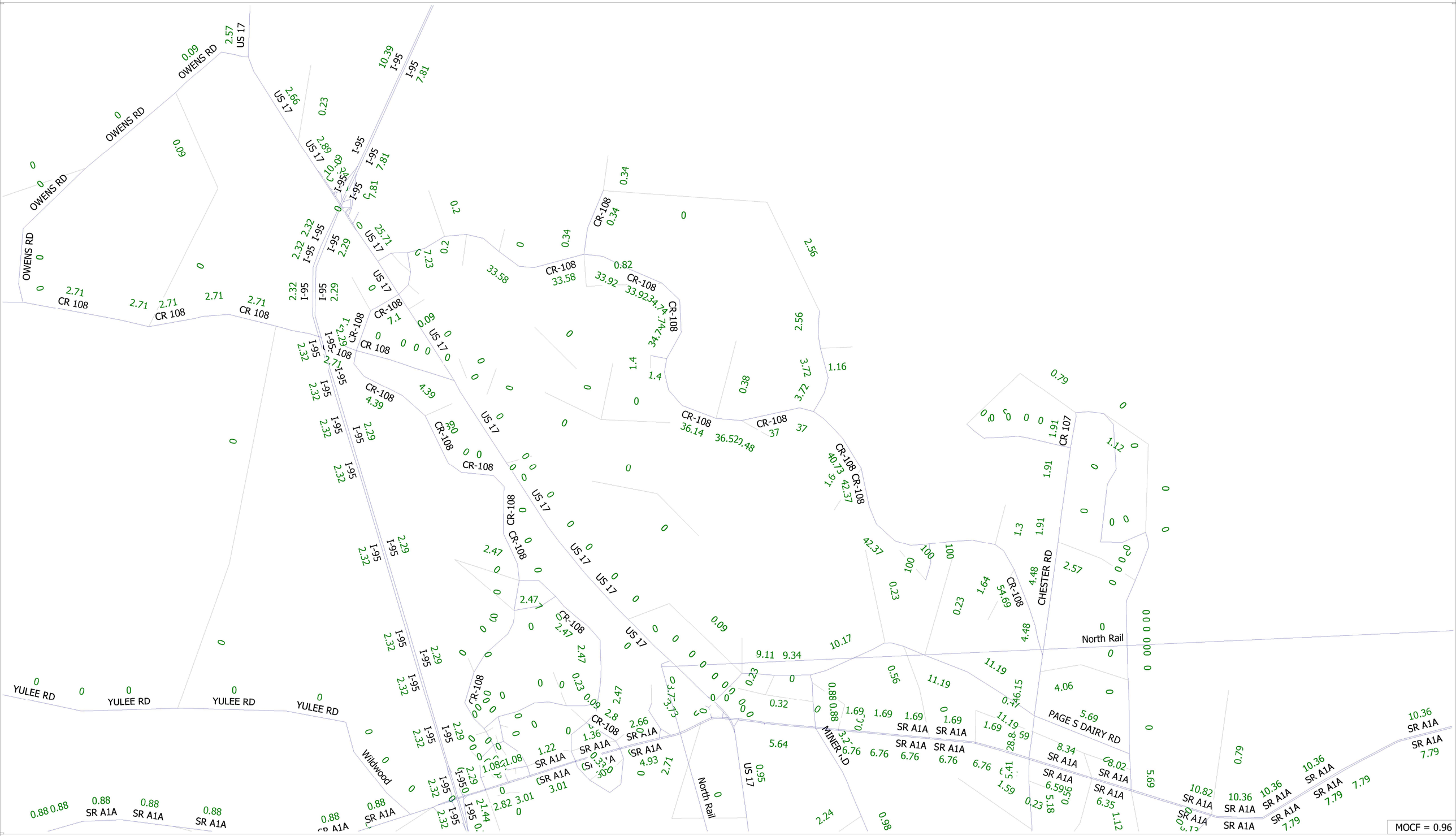
NERPMAB 1v3



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East Nassau Community Planning Area
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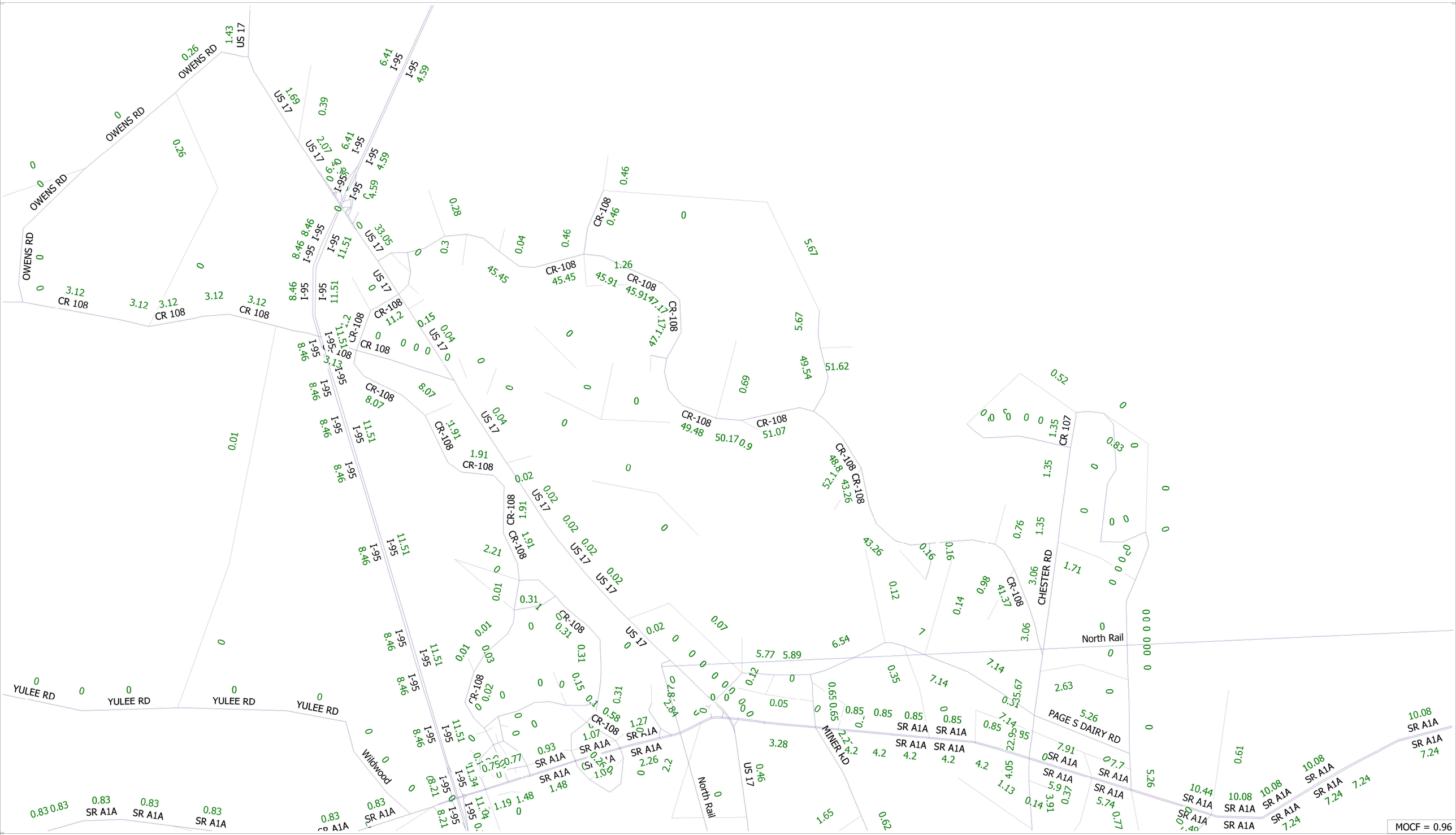
2047 Daily Distribution - 30&31
NERPMAB 1v3



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East Nassau Community Planning Area
Detailed Specific Area Plan #2
2047 Daily Distribution - 32&89
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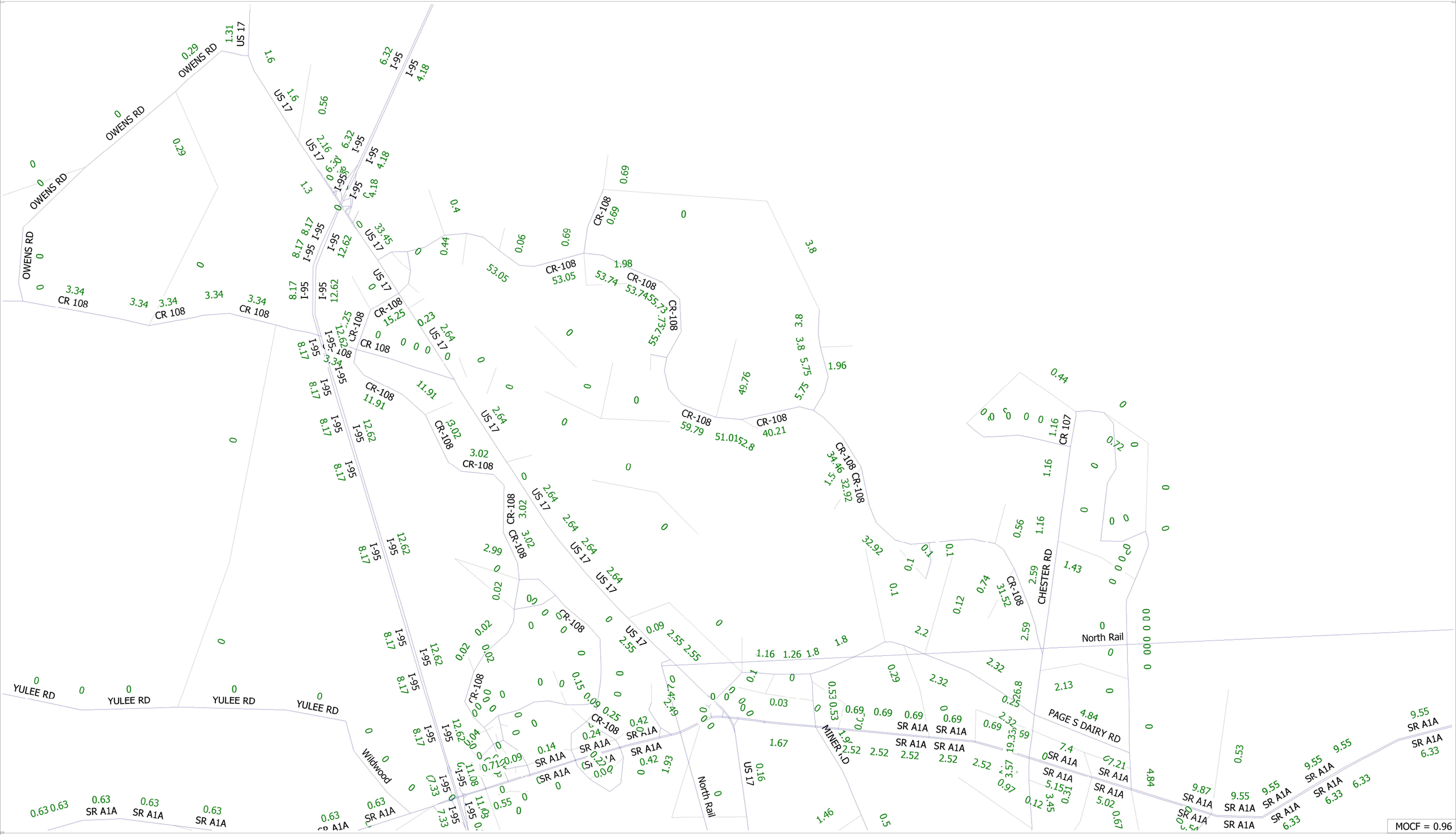

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East Nassau Community Planning Area
Detailed Specific Area Plan #2
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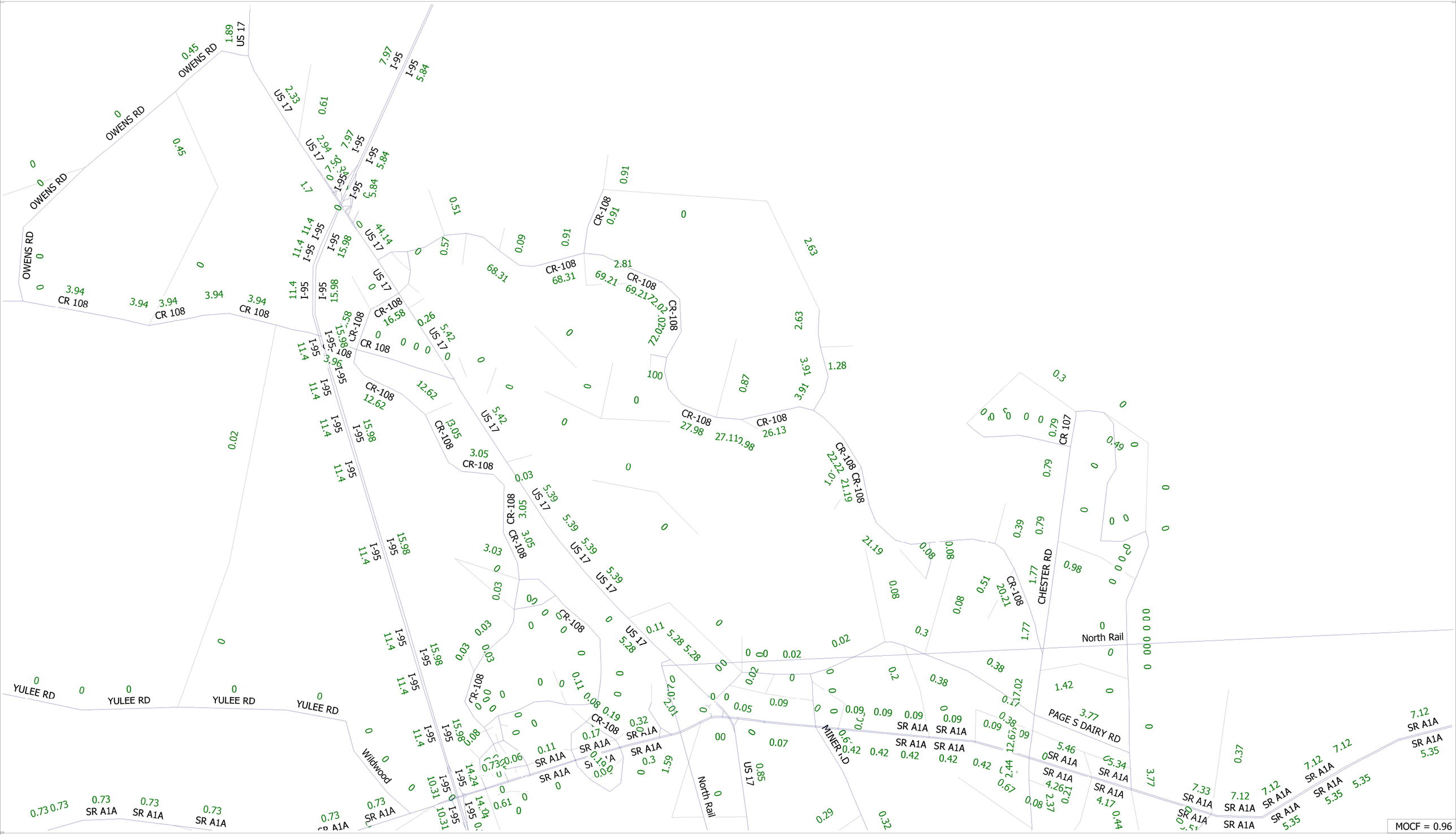
NERPMAB 1v3



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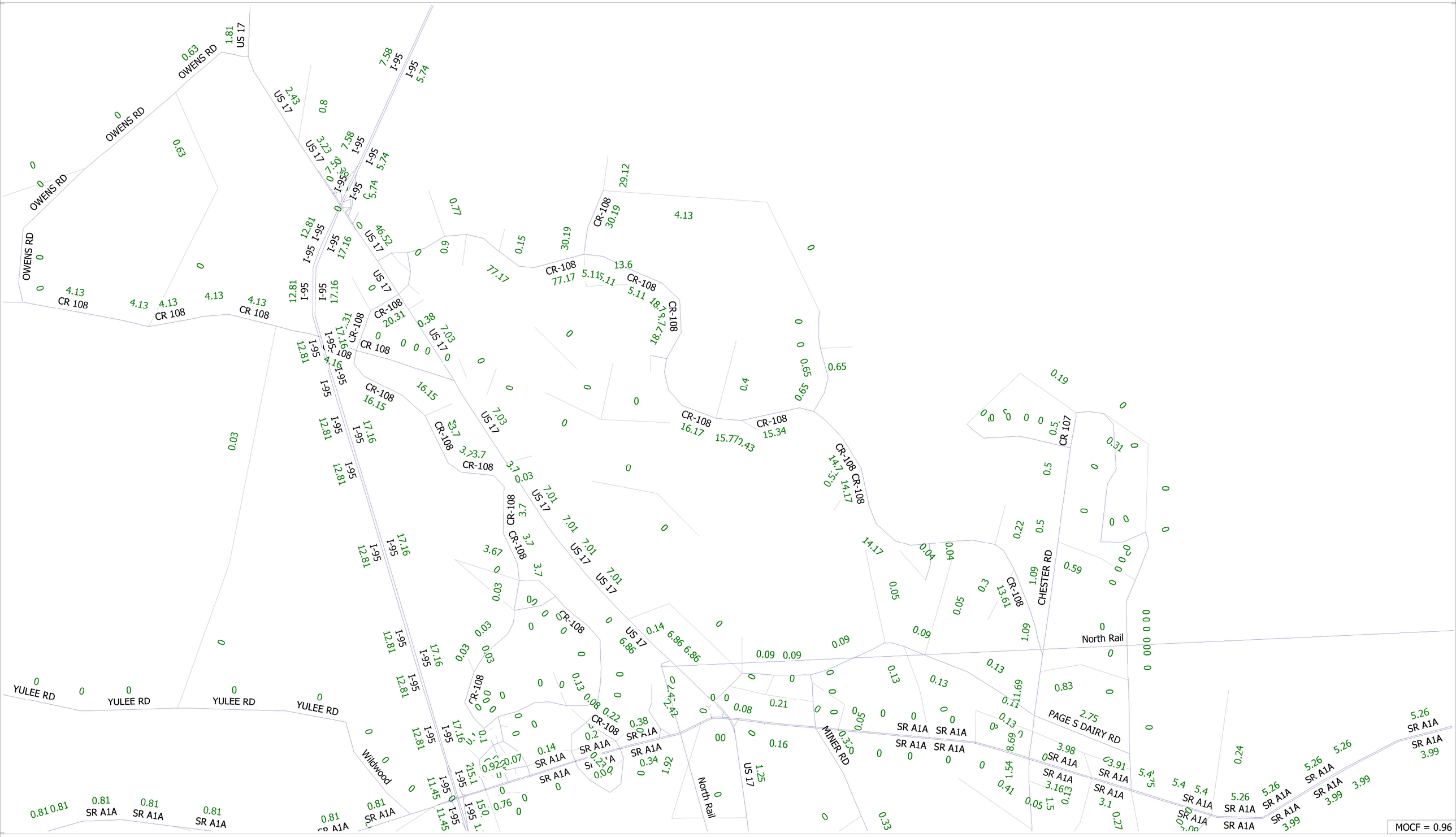
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2047 Daily Distribution - 94&97
NERPMAB 1v3



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East Nassau Community Planning Area
Detailed Specific Area Plan #2
2047 Daily Distribution - 98
NERPMAB 1v3

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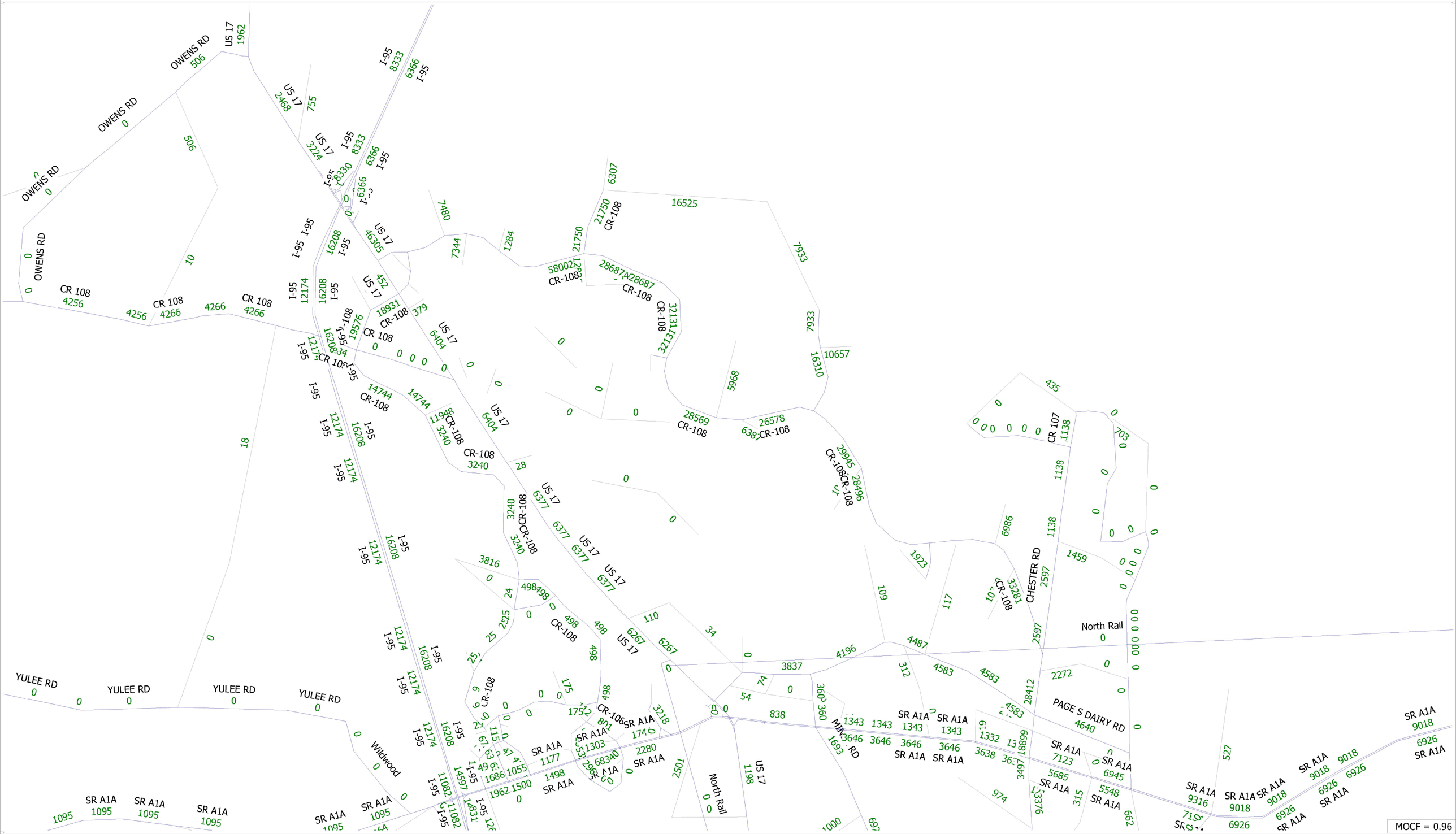
(Licensed to England Thims and Miller Inc)

East Nassau Community Planning Area
Detailed Specific Area Plan #2
2047 Project Traffic
NERPMAB 1v3



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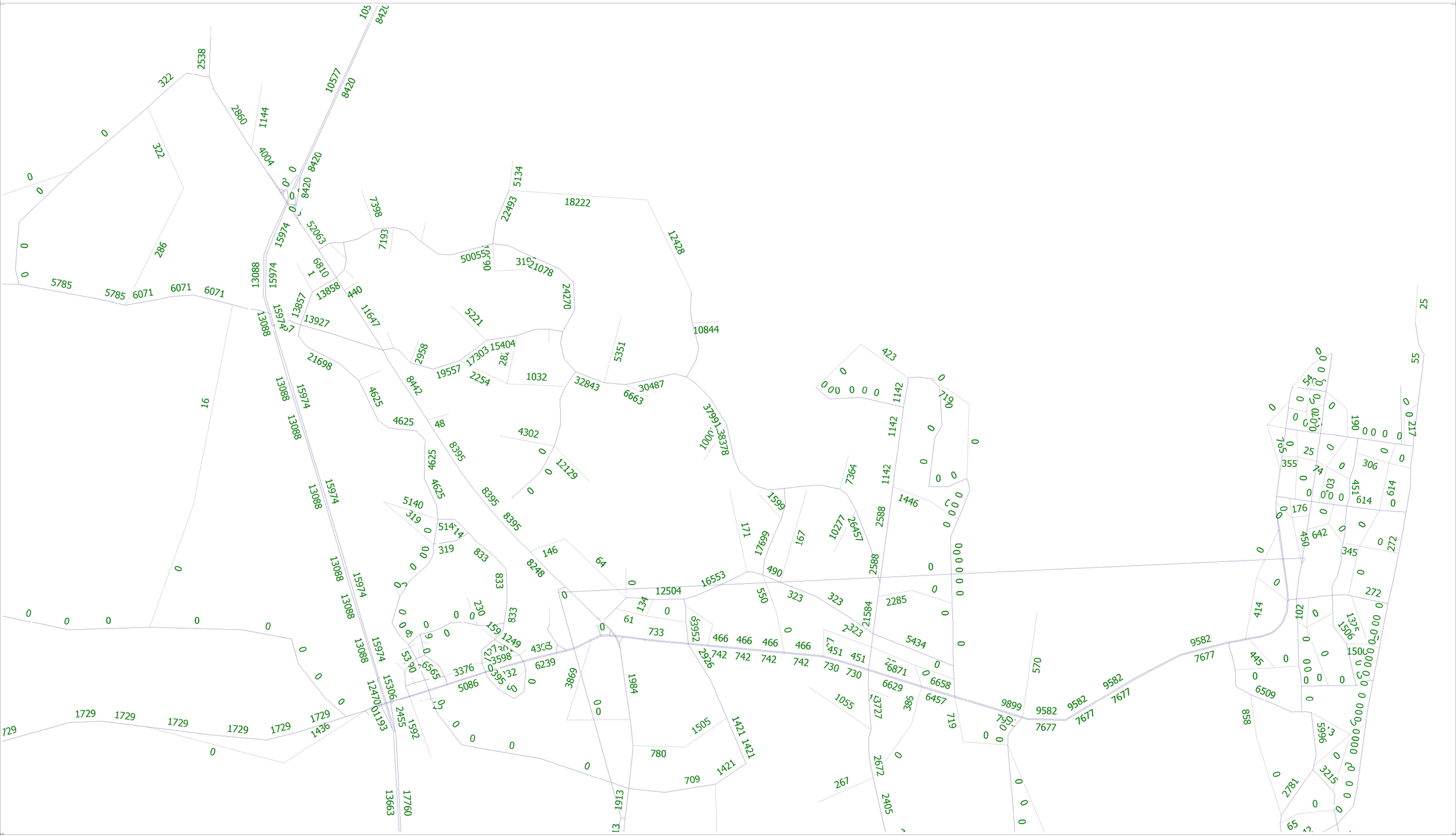
Appendix F6
(2052 NERPM Model Project Traffic Distributions)

East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Project Traffic
NERPMAB 1v3



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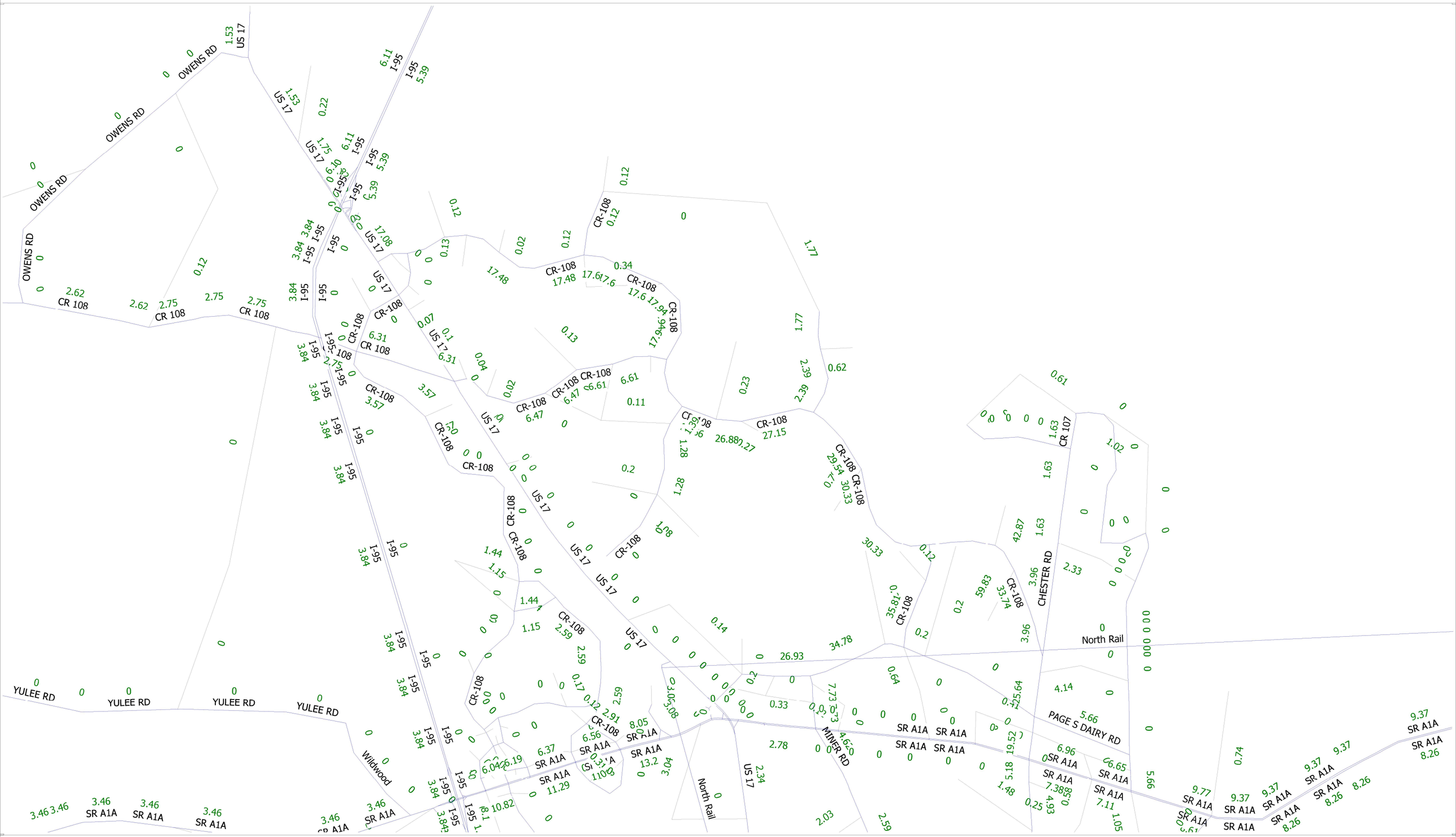
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 27&28
NERPMAB 1v3



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East Nassau Community Planning Area
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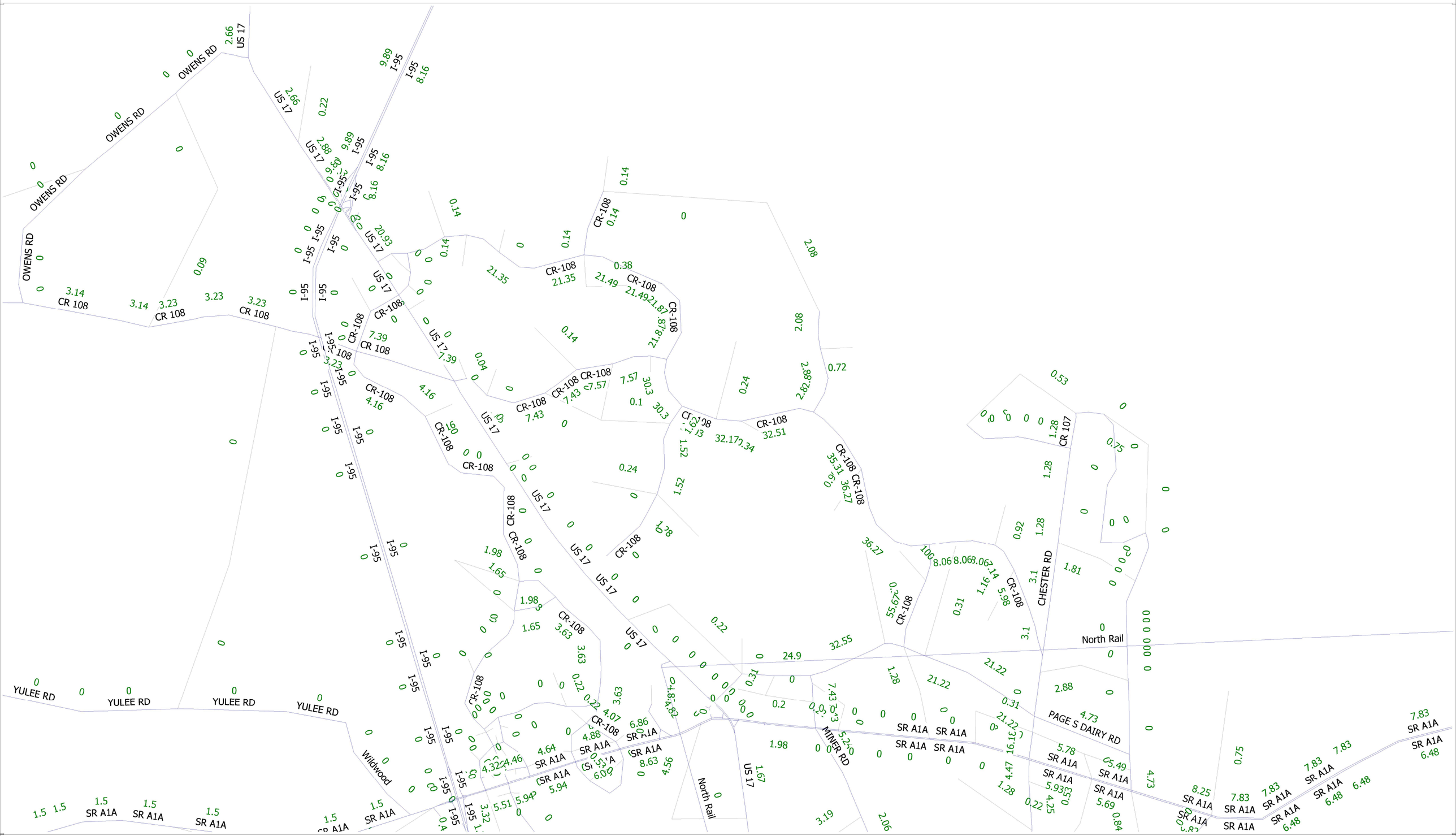

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East Nassau Community Planning Area
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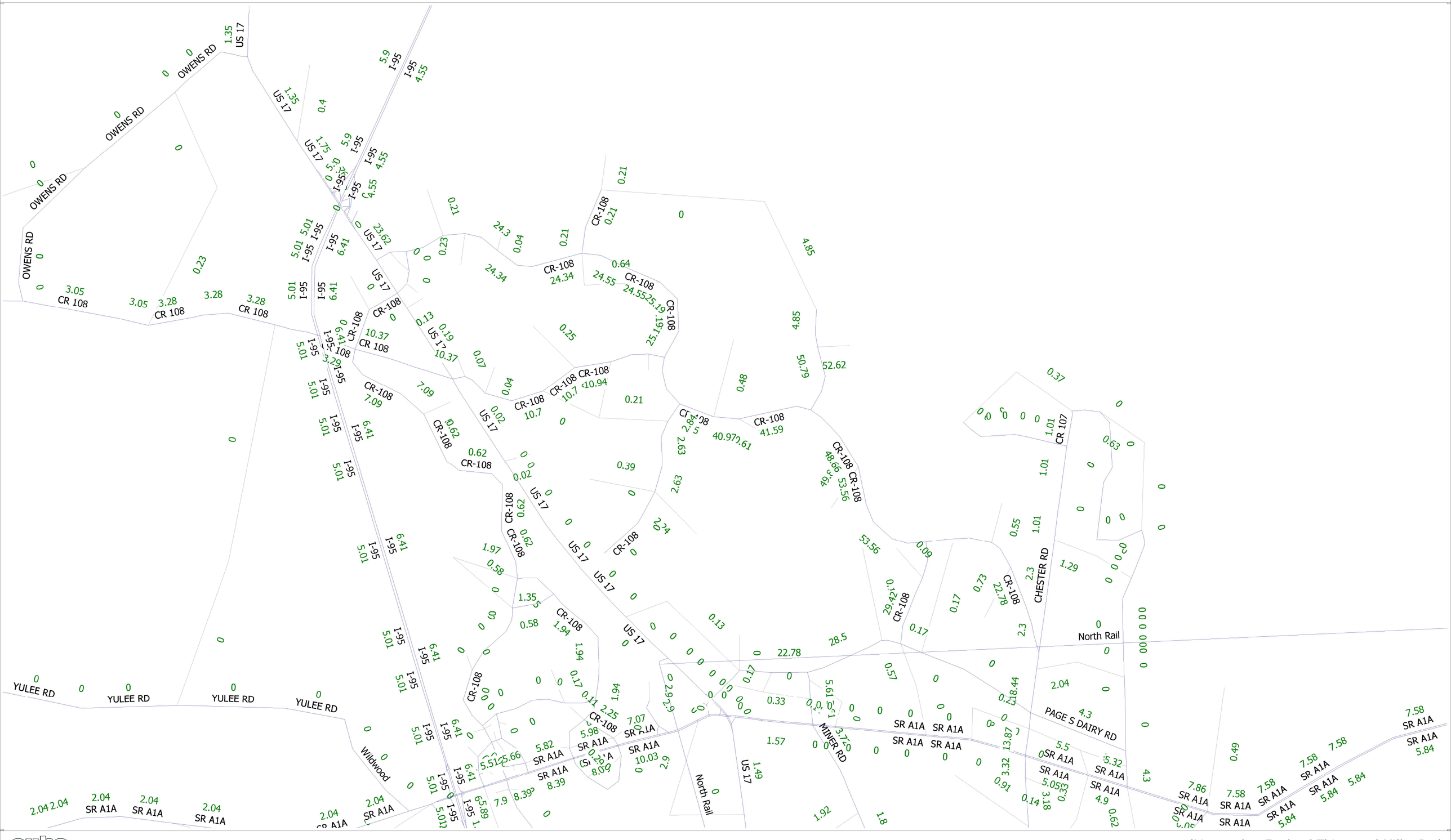
2052 Daily Distribution - TAZ 30&31
NERPMAB 1v3



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East Nassau Community Planning Area
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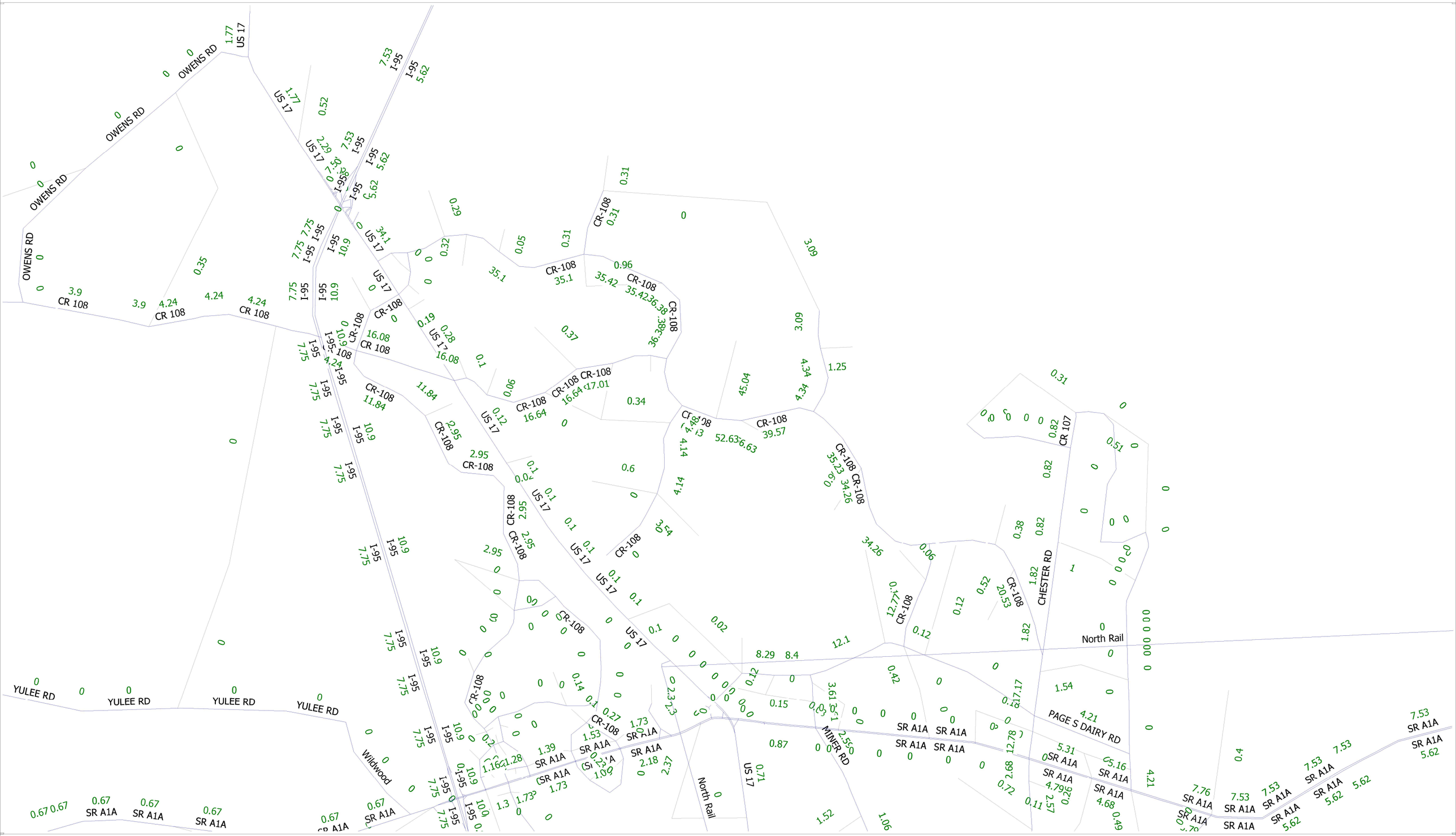
NERPMAB 1v3



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East Nassau Community Planning Area
Detailed Specific Area Plan #2
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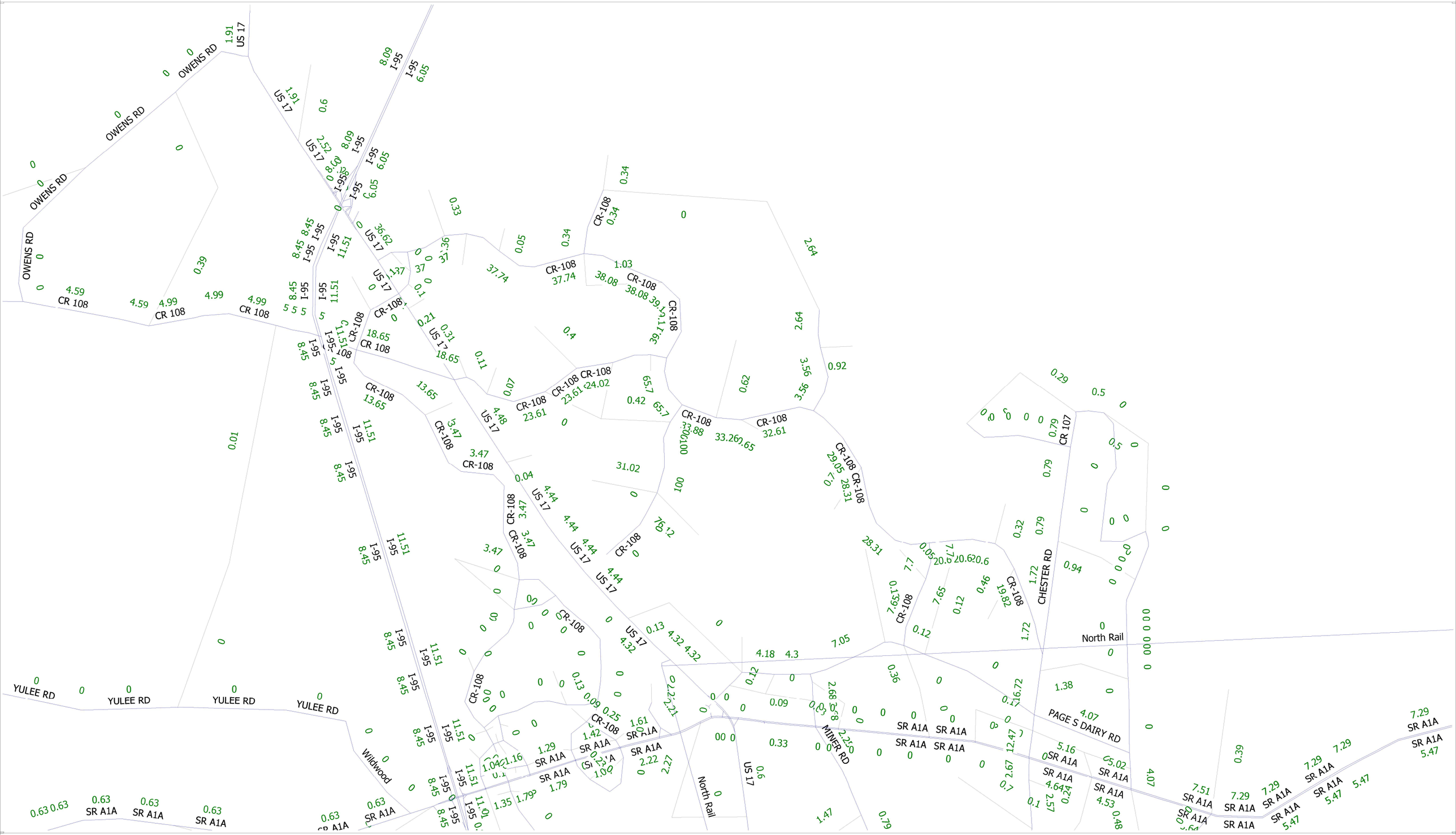
NERPMAB 1v3



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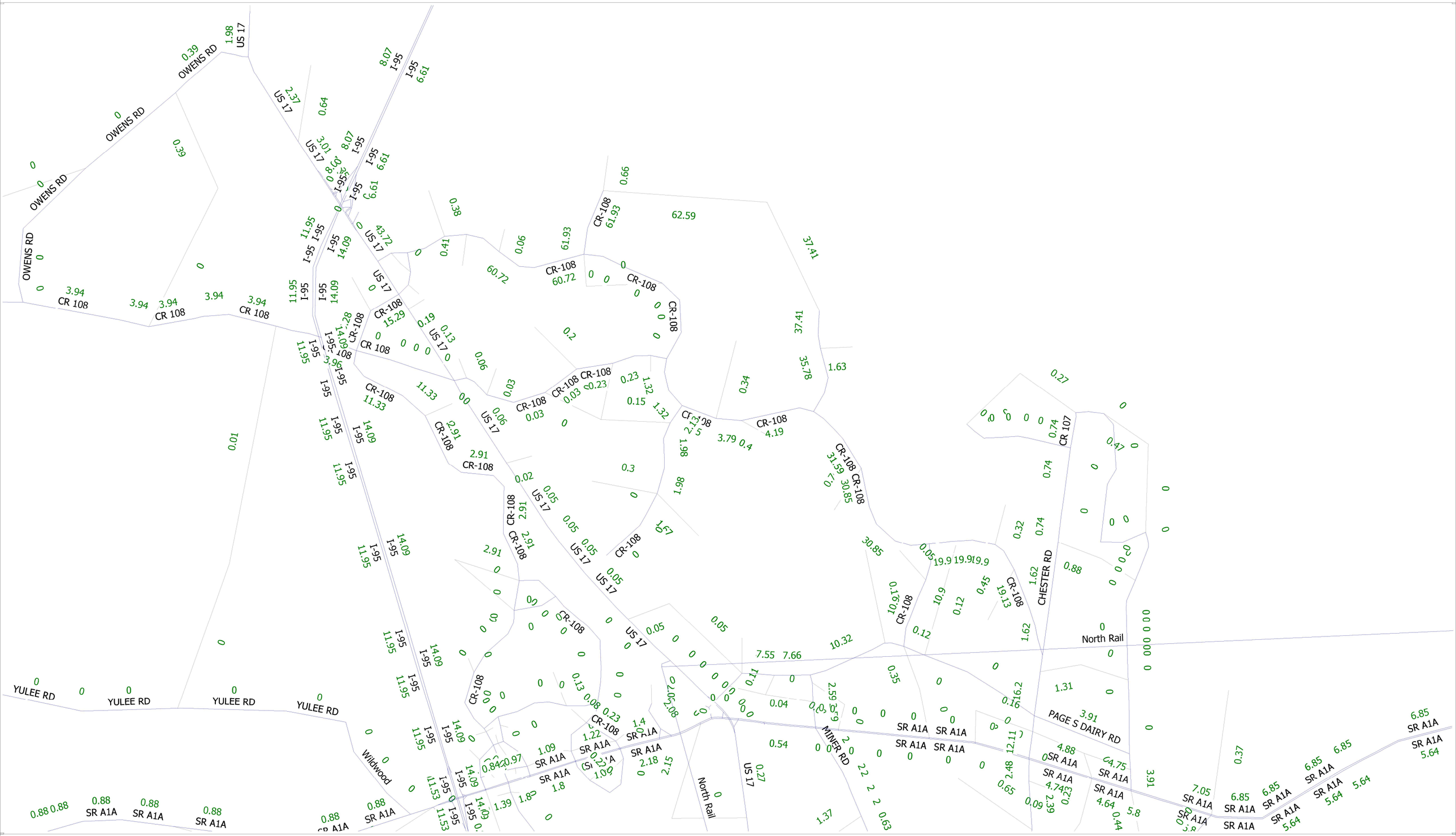
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 90
NERPMAB 1v3



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East Nassau Community Planning Area
Detailed Specific Area Plan #2
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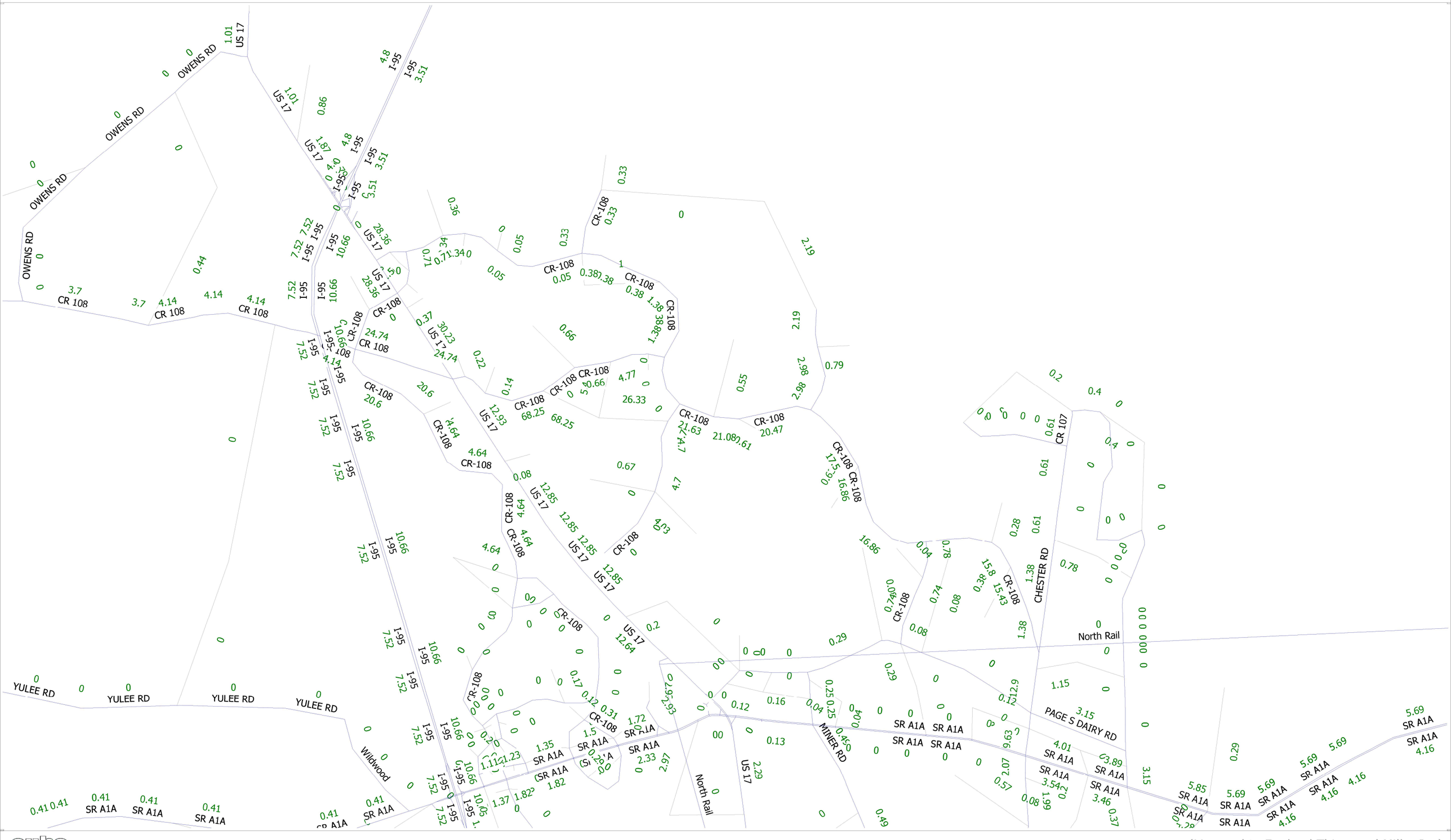

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(Licensed to England Thims and Miller Inc)

East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 93
NERPMAB 1v3

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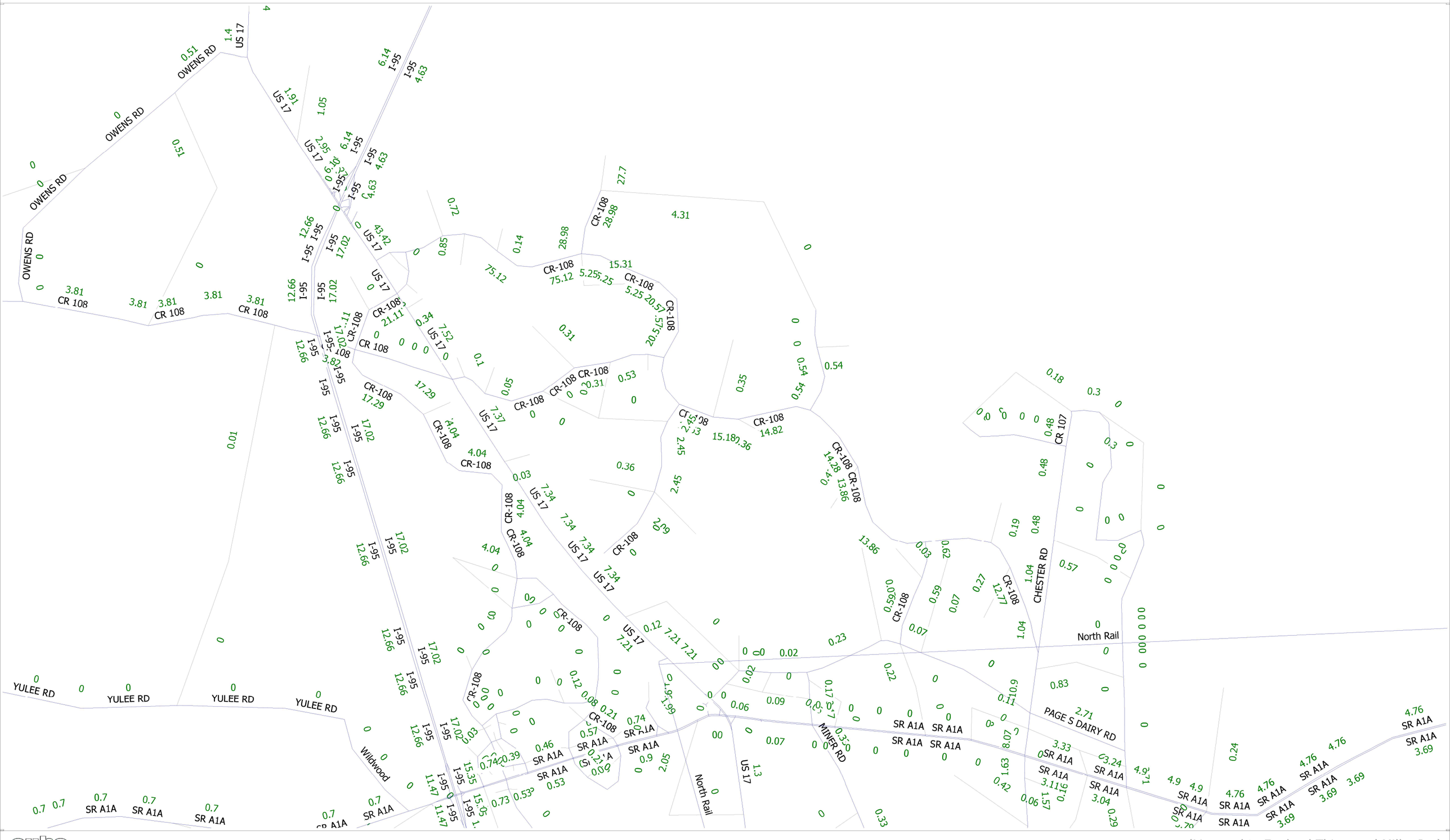
(Licensed to England Thims and Miller Inc)

East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 94&97
NERPMAB 1v3



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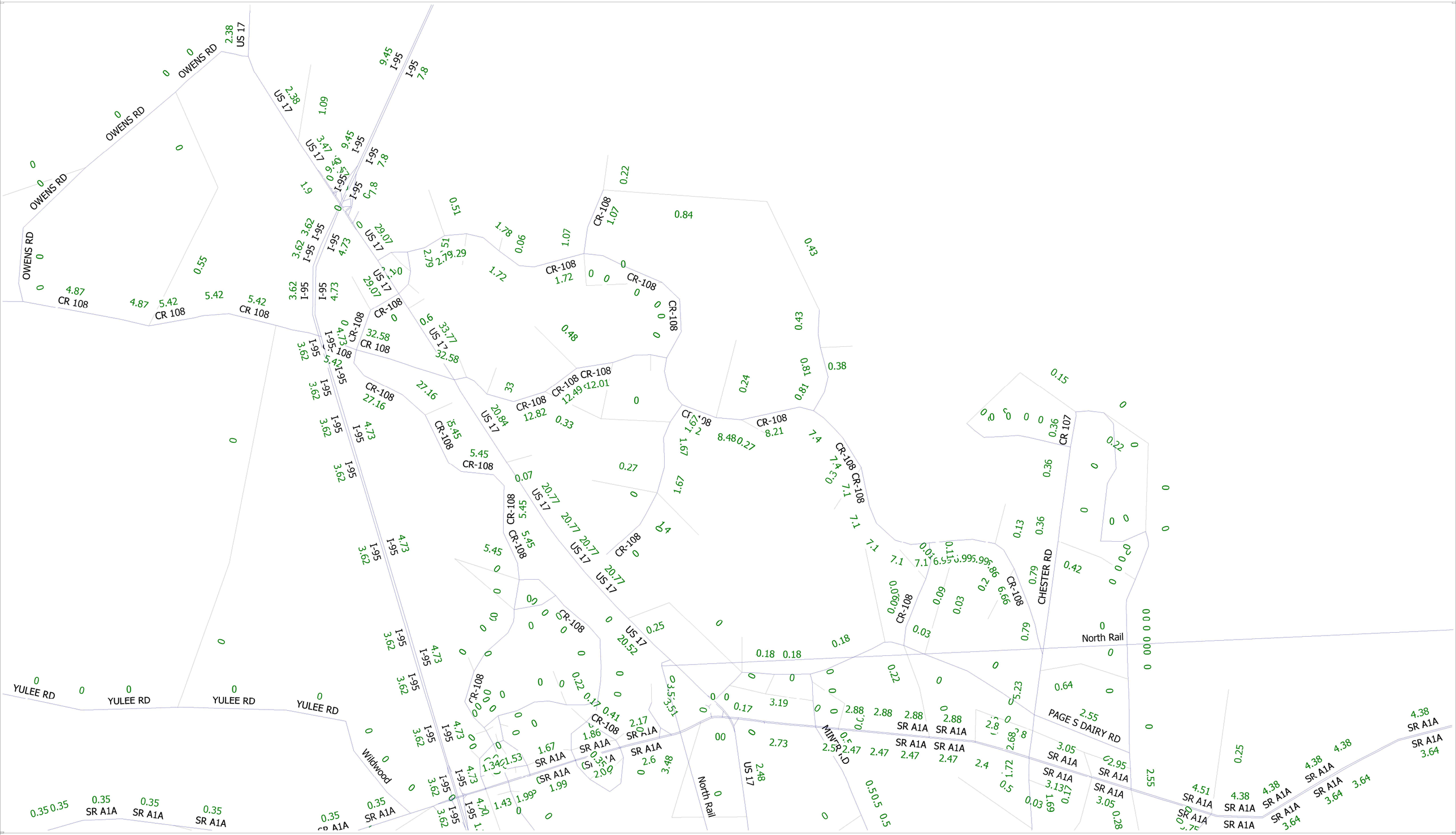
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 95&132
NERPMAB 1v3



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East Nassau Community Planning Area
Detailed Specific Area Plan #2
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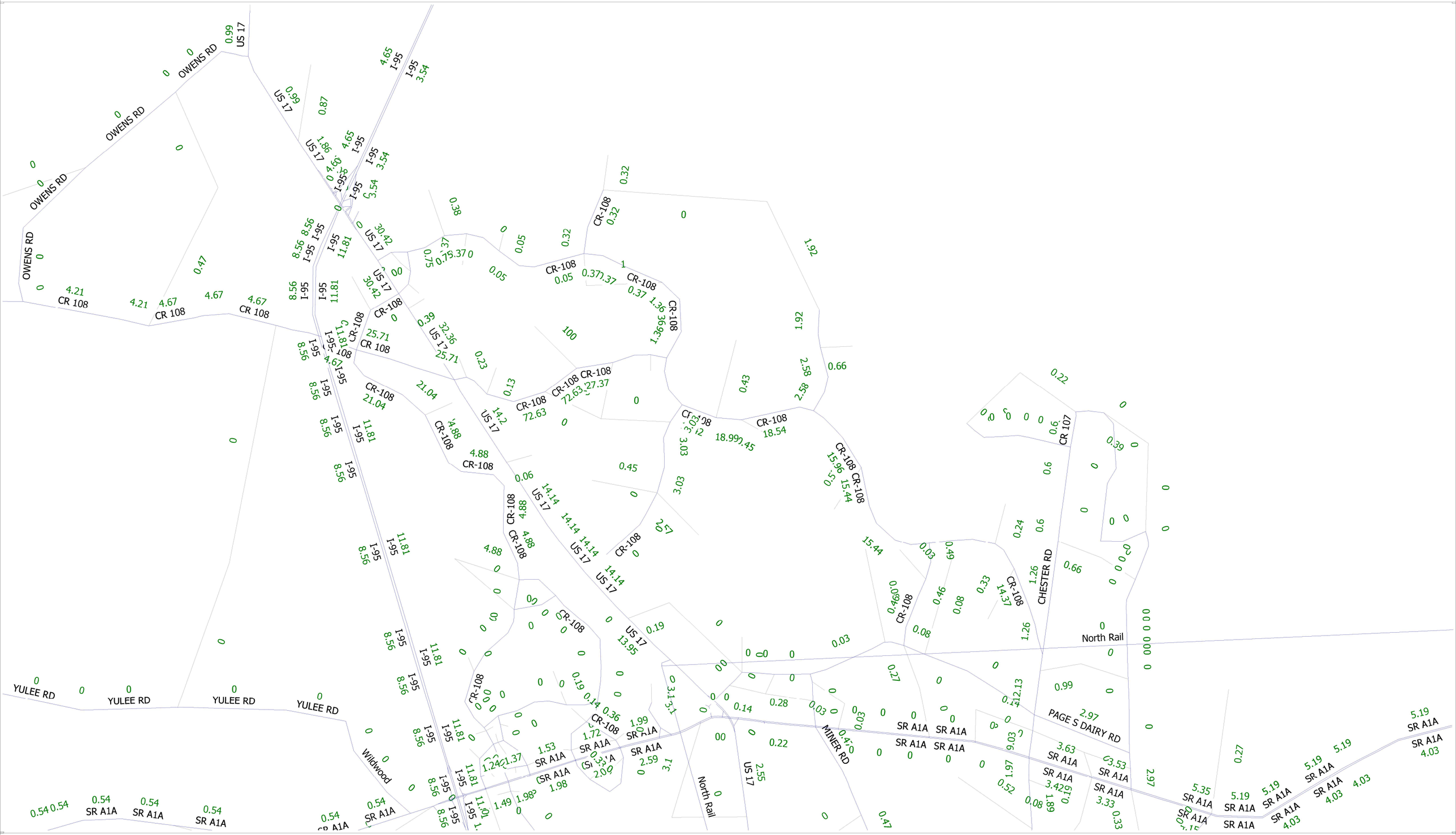
NERPMAB 1v3



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East Nassau Community Planning Area
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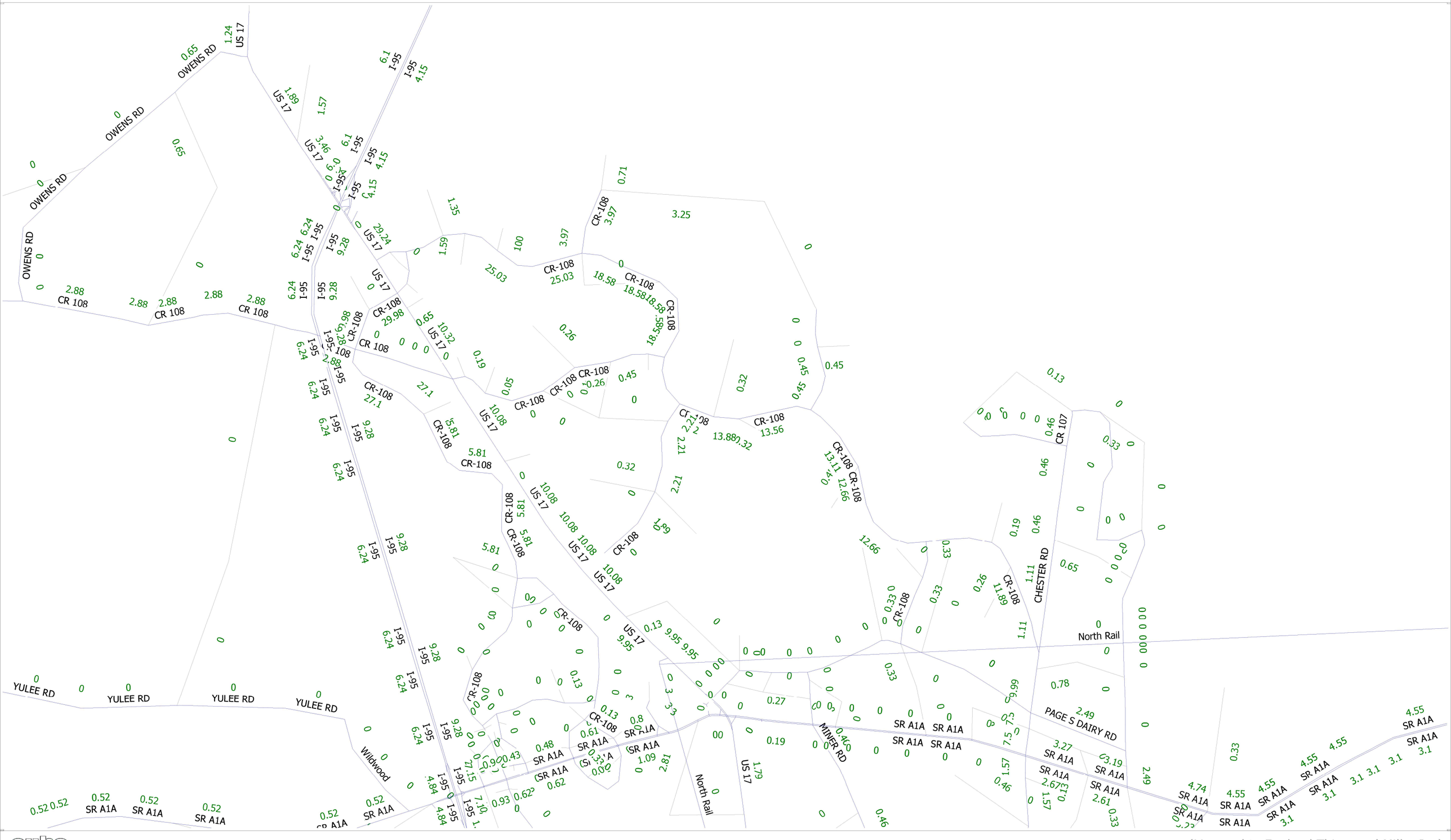

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East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 128&129
NERPMAB 1v3

cube
(Licensed to England Thims and Miller Inc)

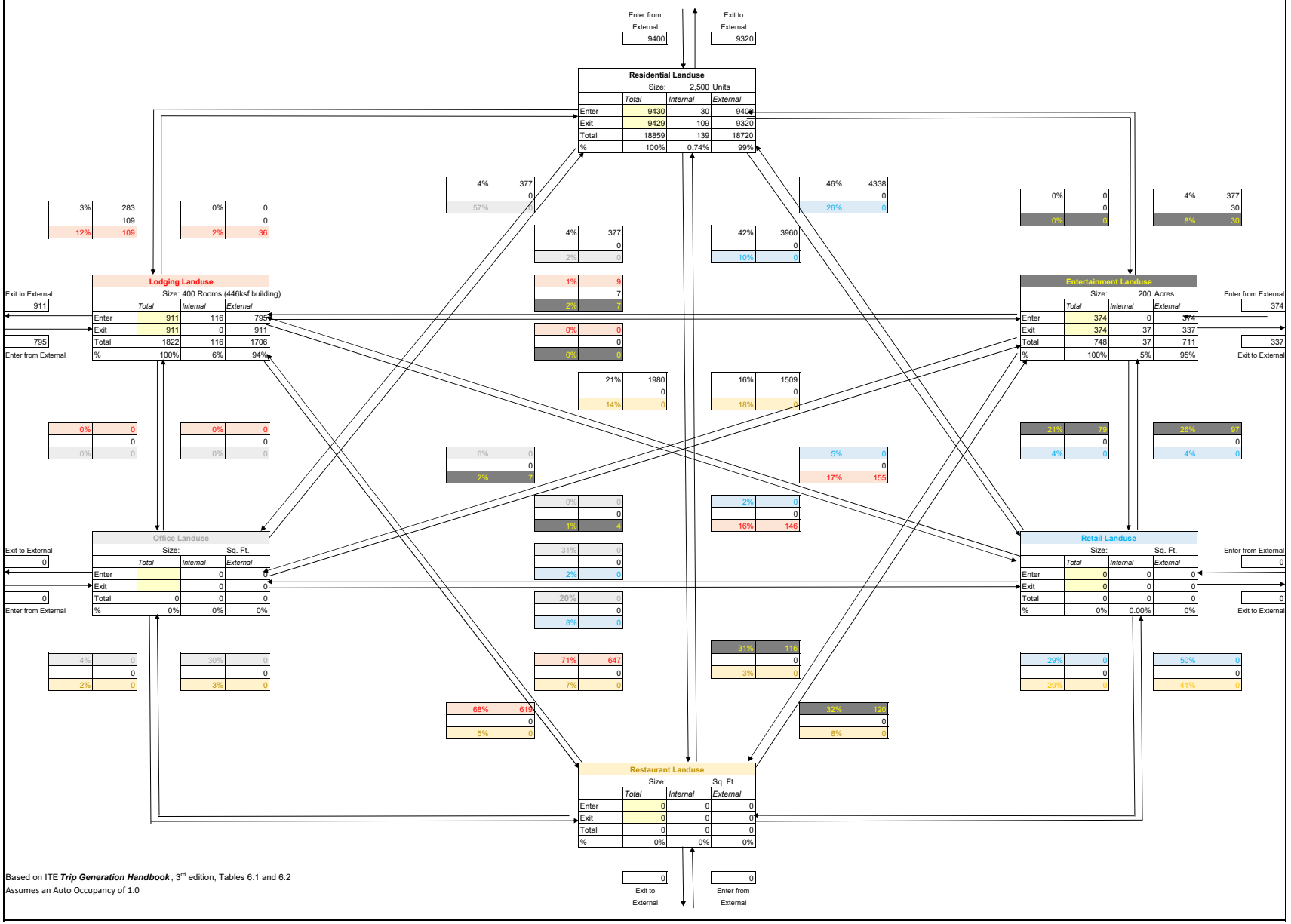
East Nassau Community Planning Area
Detailed Specific Area Plan #2
2052 Daily Distribution - TAZ 130&131
NERPMAB 1v3

cube
(Licensed to England Thims and Miller Inc)

Appendix F7
(Internal Capture Matrixes)

TAZ 90

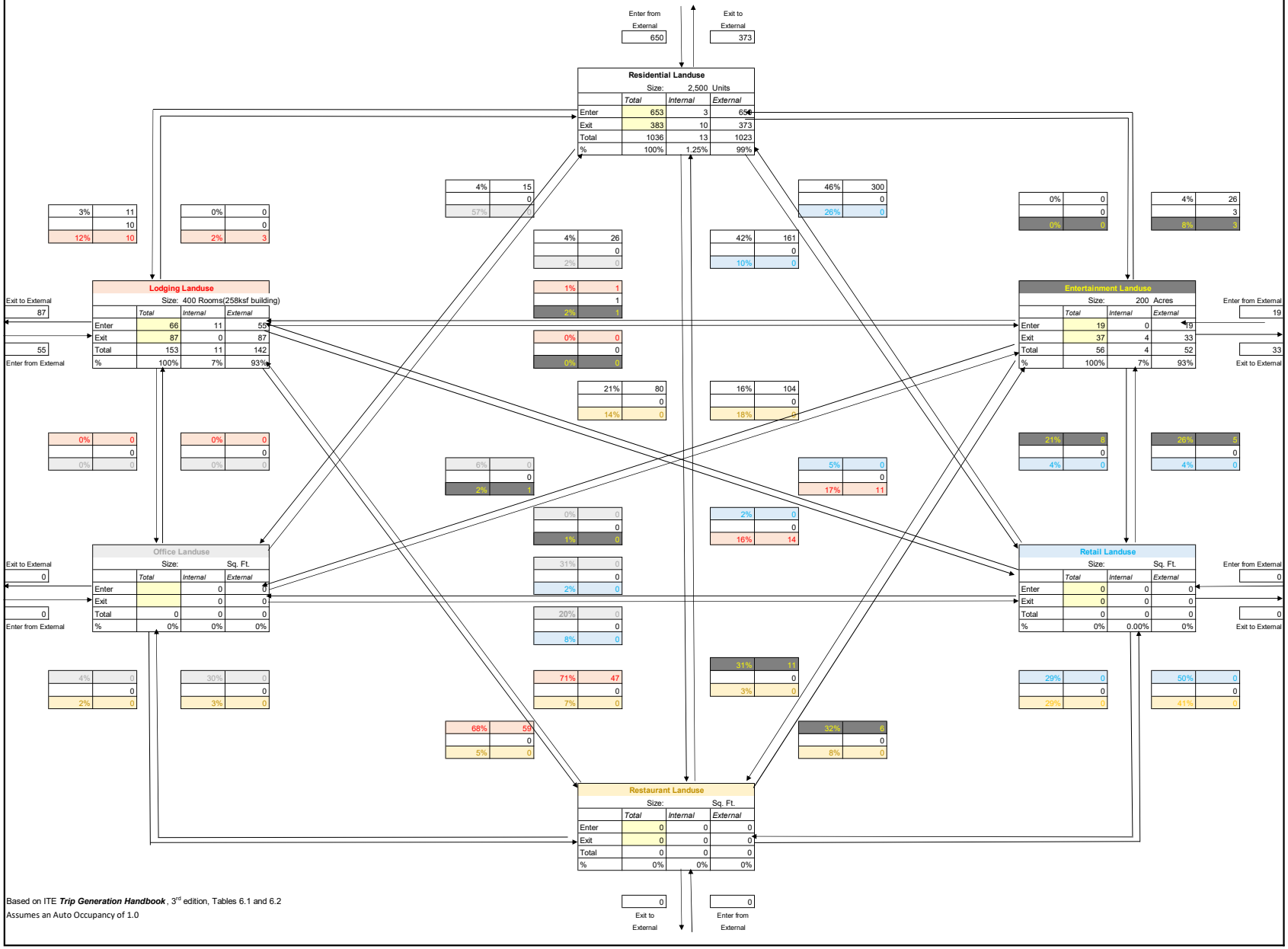
Daily - 2047
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 90

PM Peak Hour - 2047
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 93

Daily - 2047
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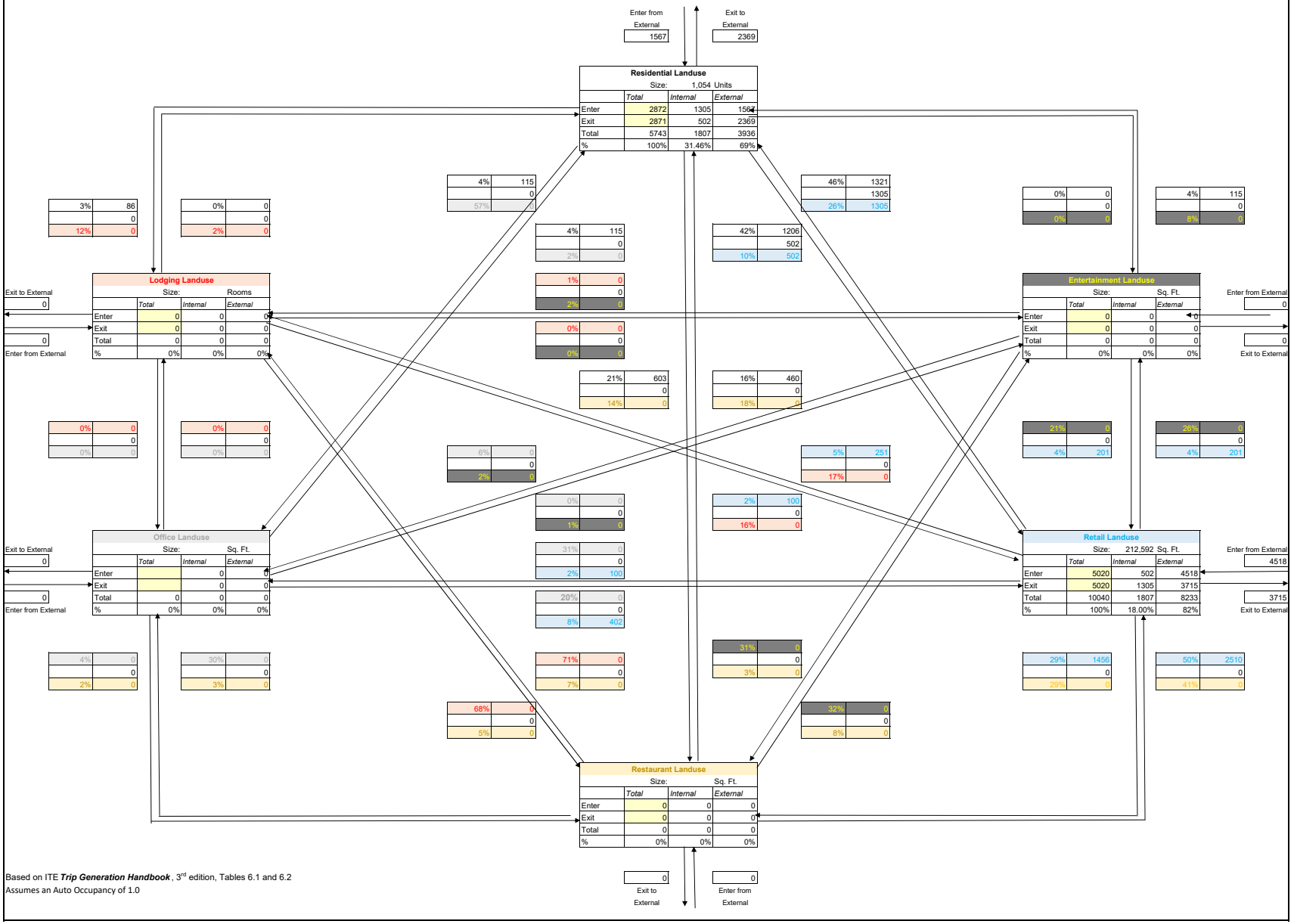
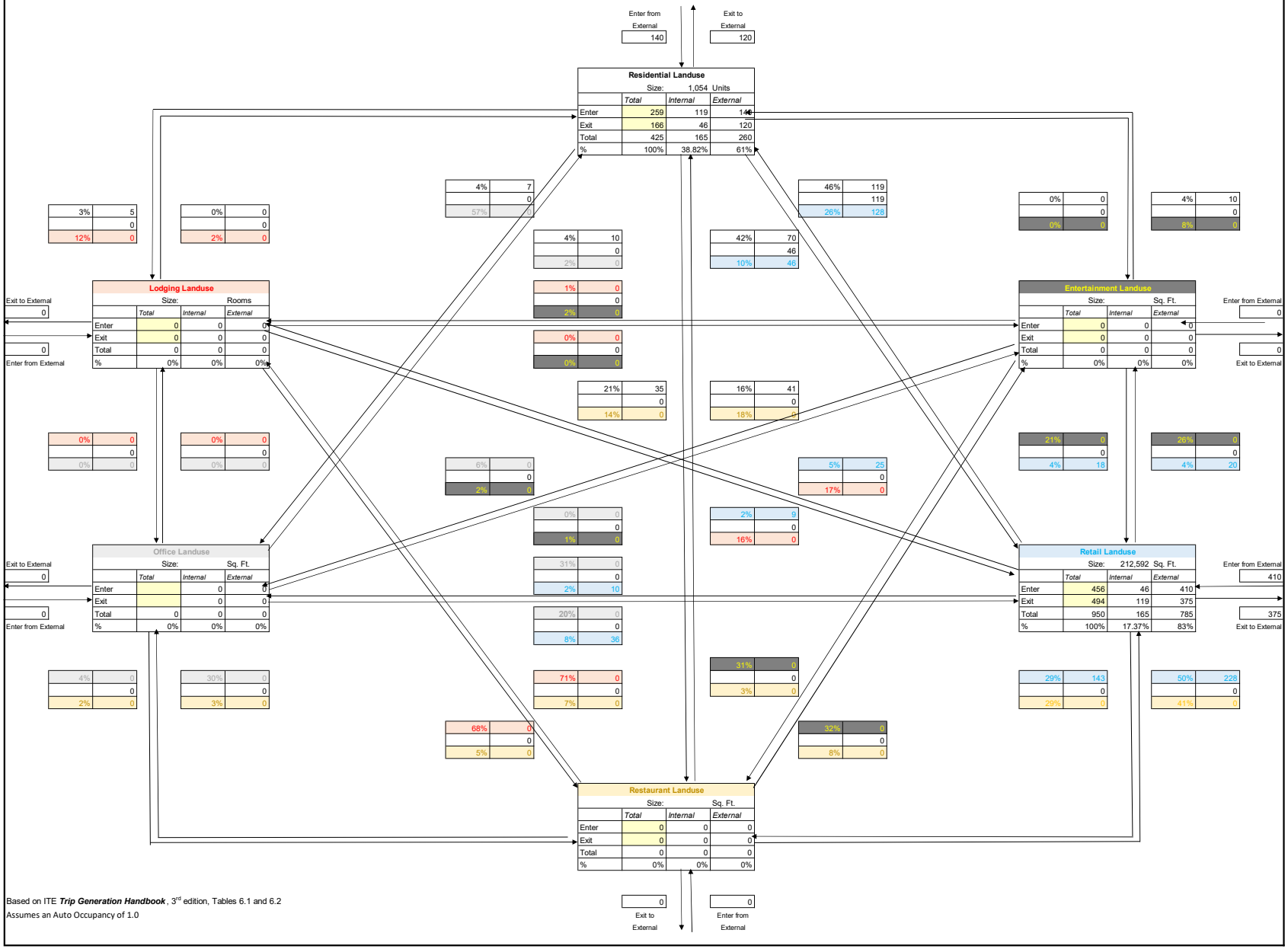


TAZ 93

PM Peak Hour - 2047
Internal Capture Matrix



TAZ 94

Daily - 2047
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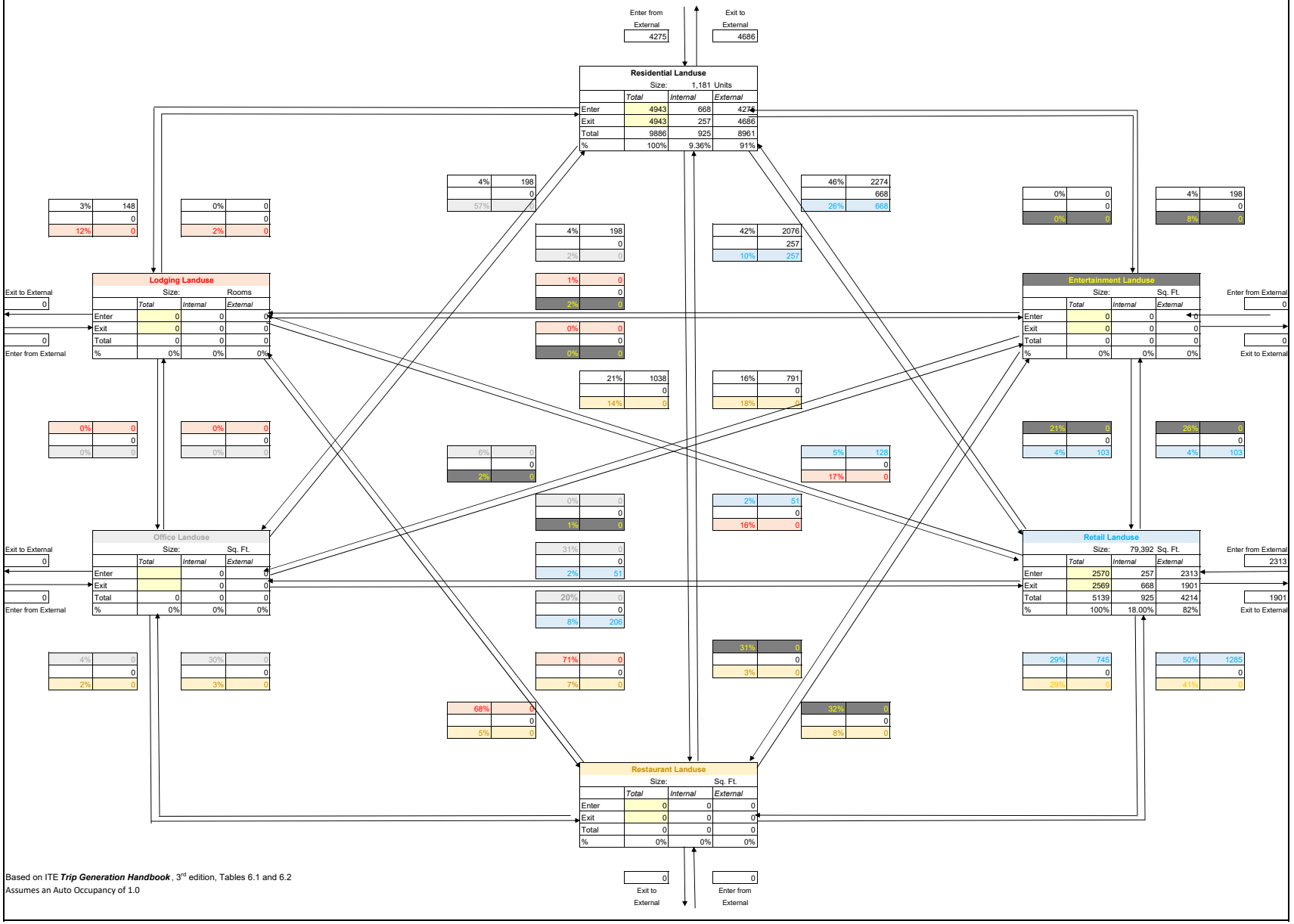

Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 94

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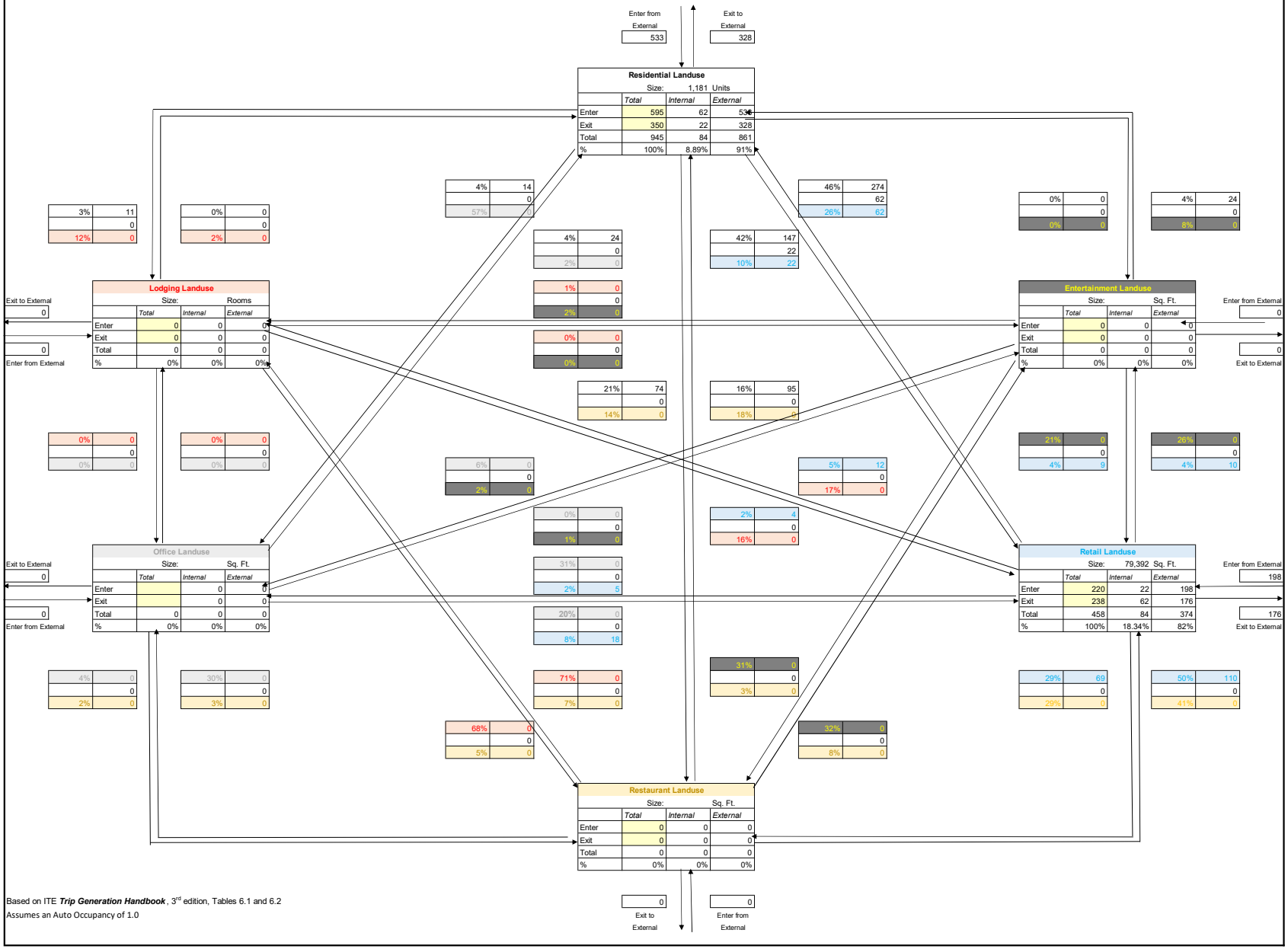

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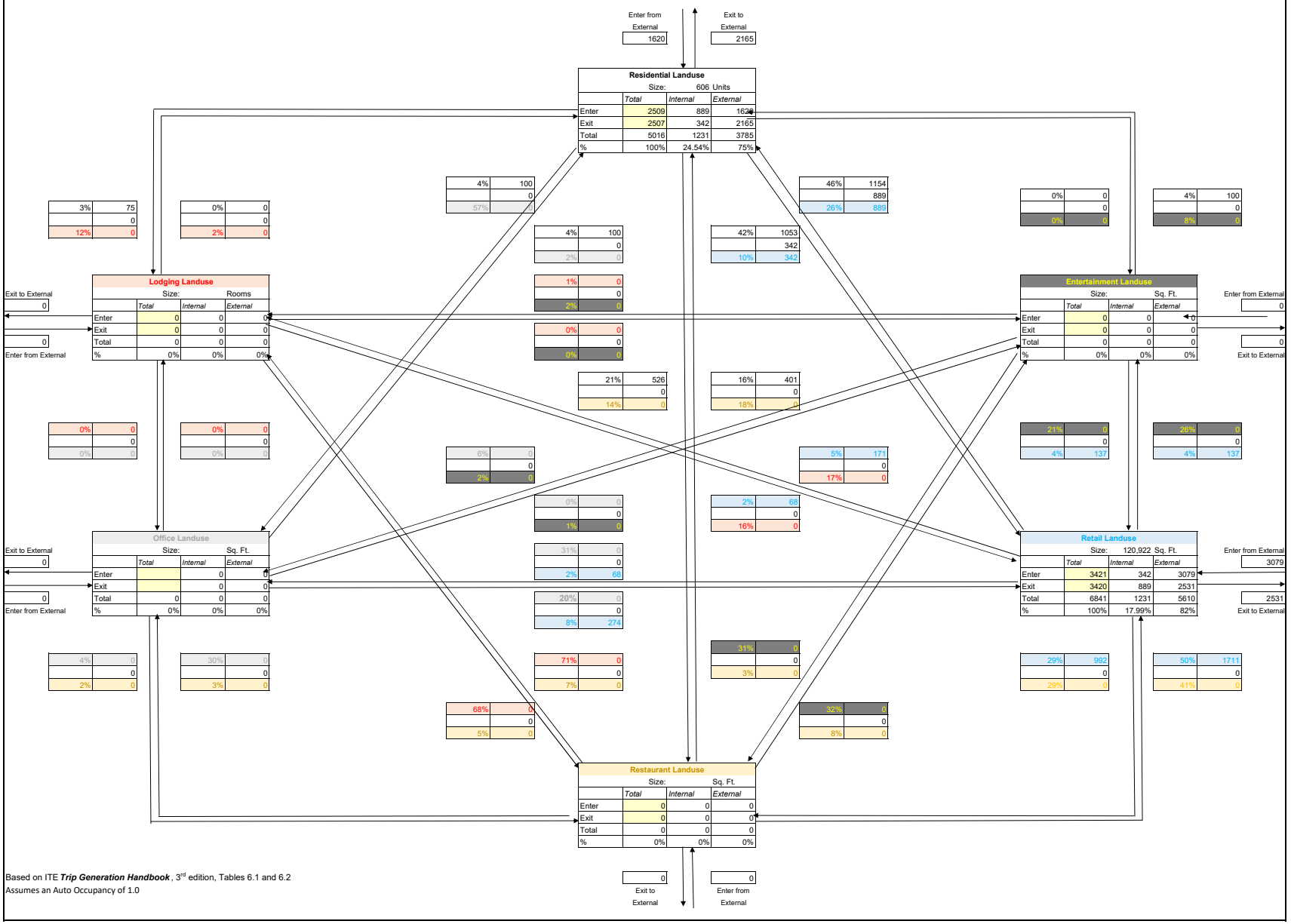
Assumes an Auto Occupancy of 1.0

TAZ 97

Daily - 2047
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 97

PM Peak Hour - 2047
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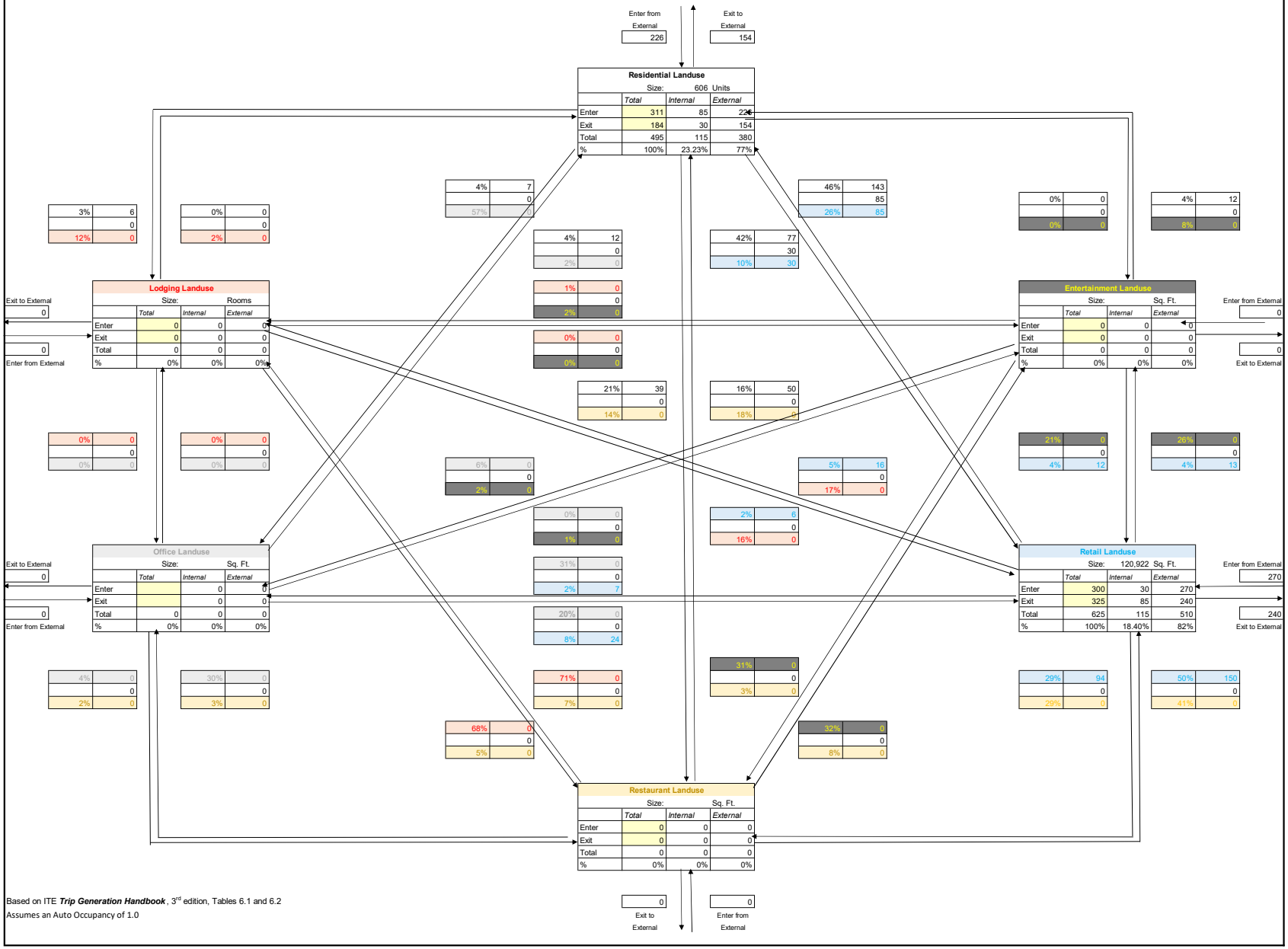

TAZ 128

Daily - 2047
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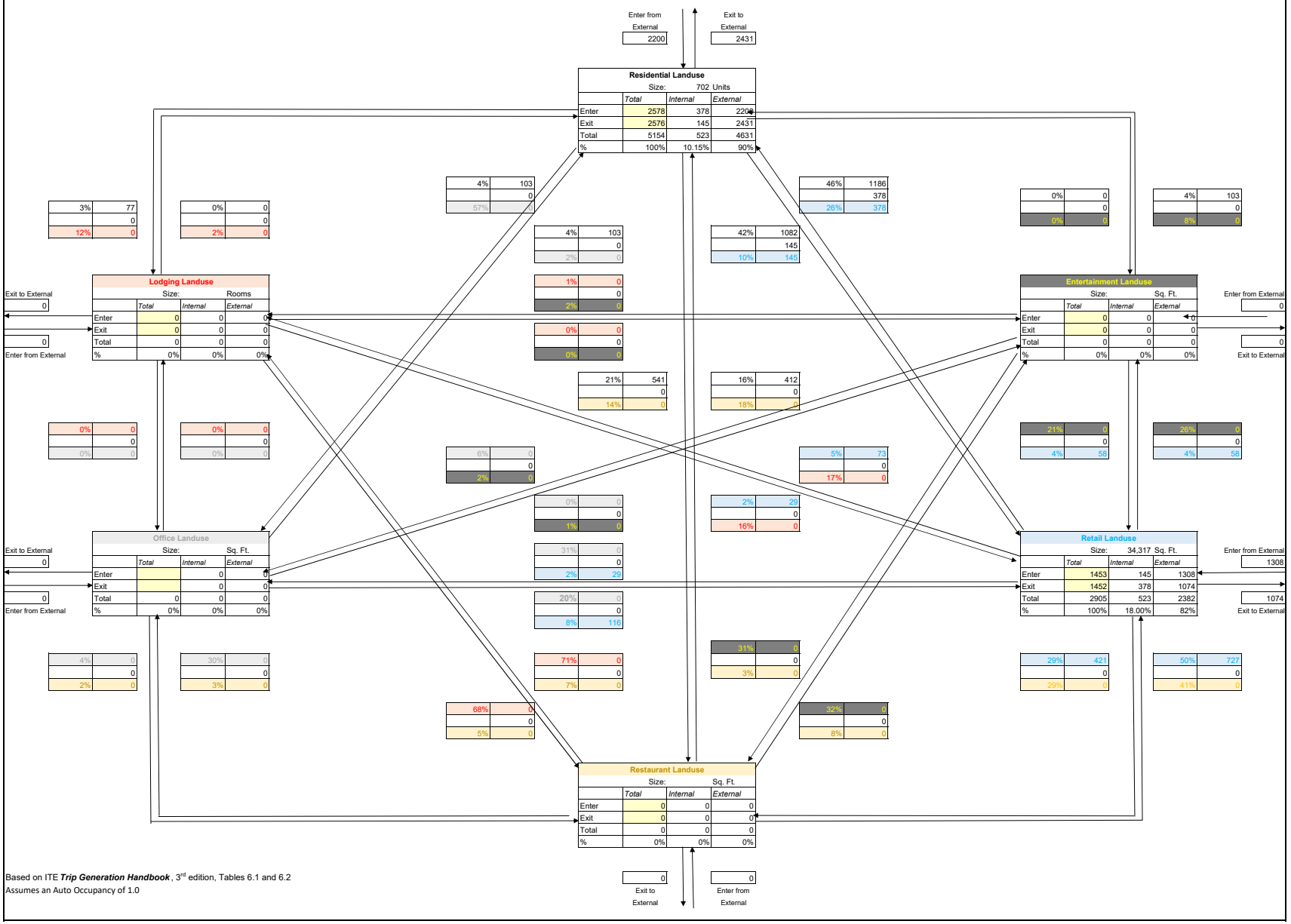
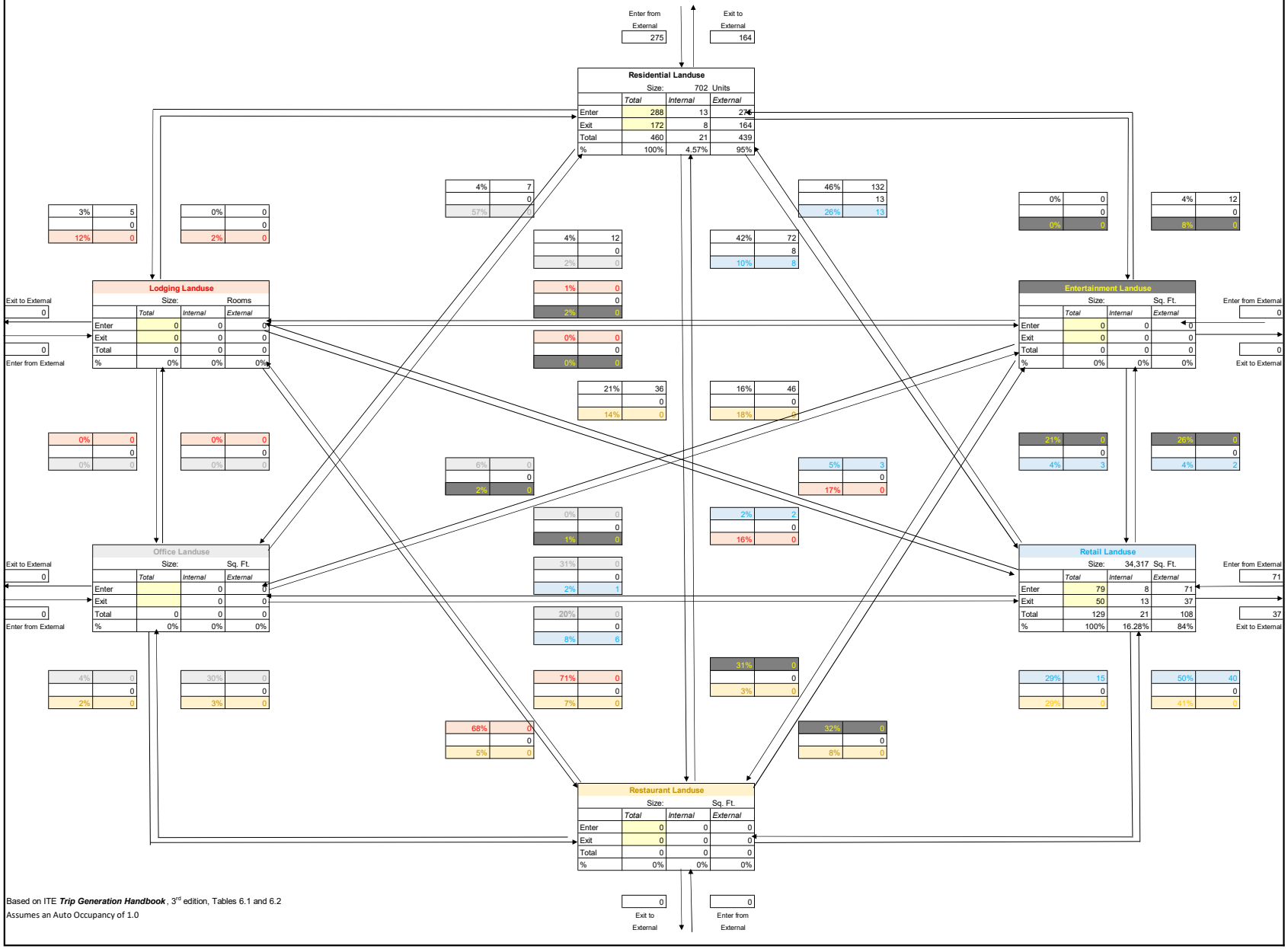


Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 128

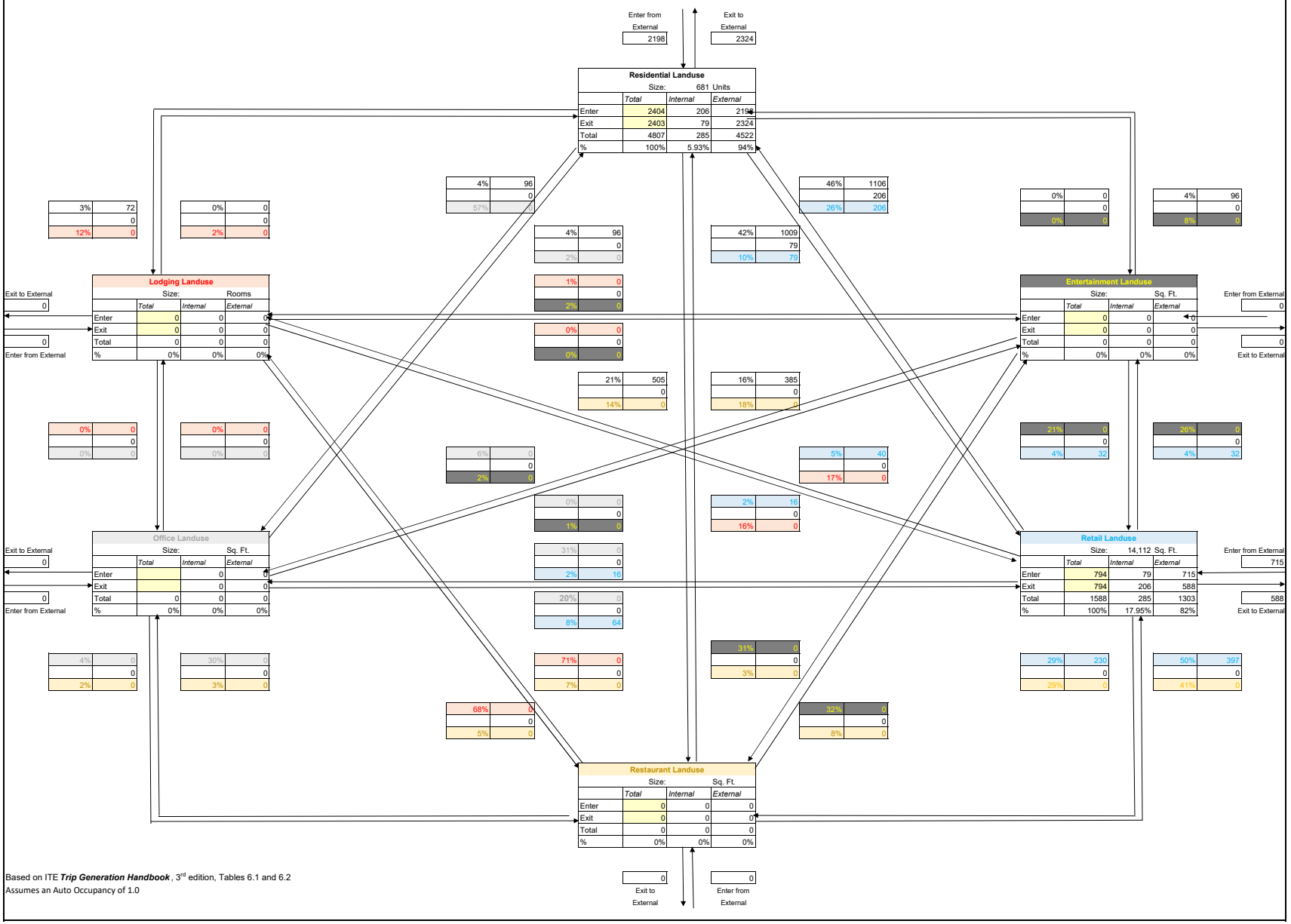
PM Peak Hour - 2047
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 129

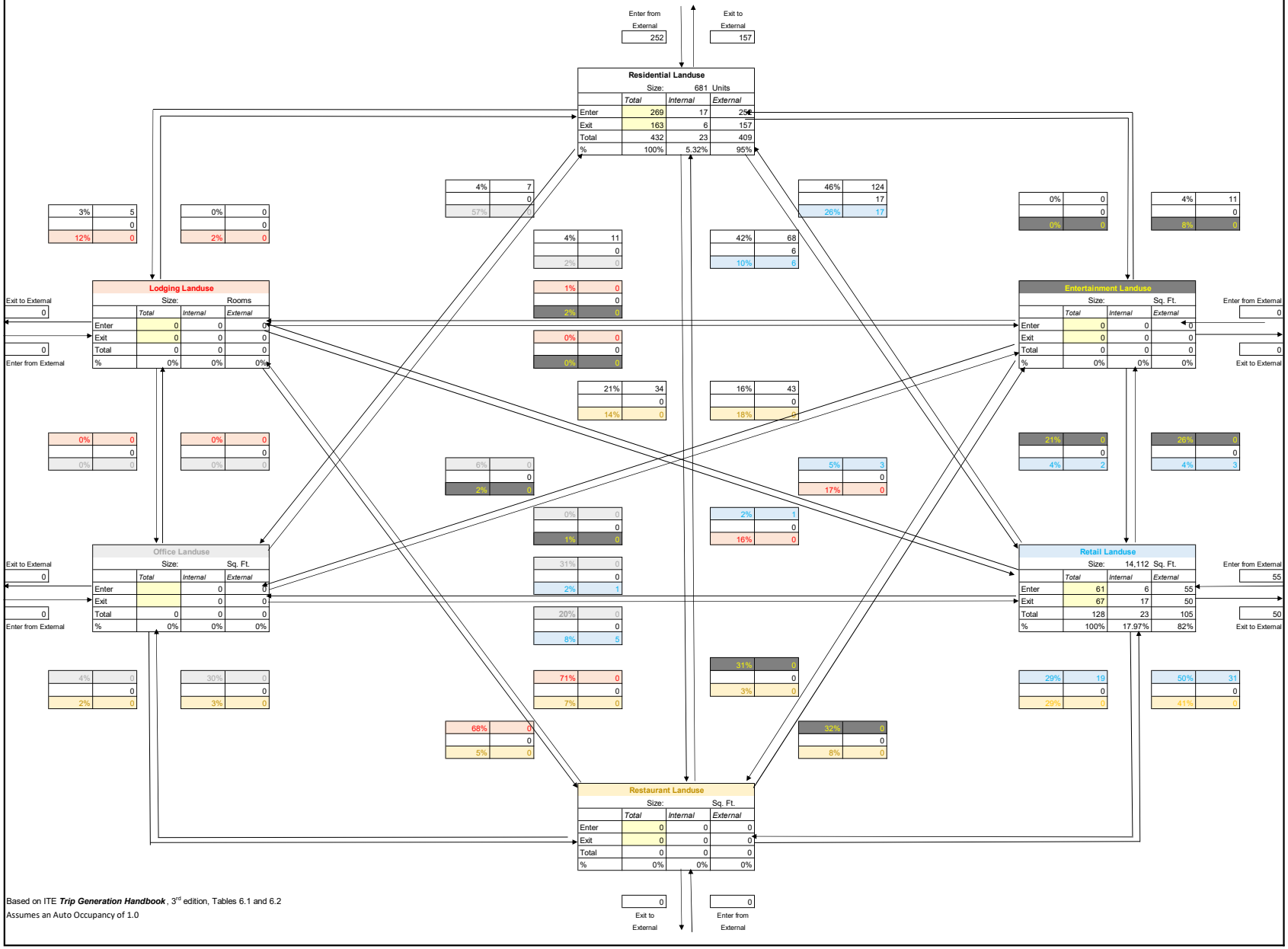
Daily - 2047
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

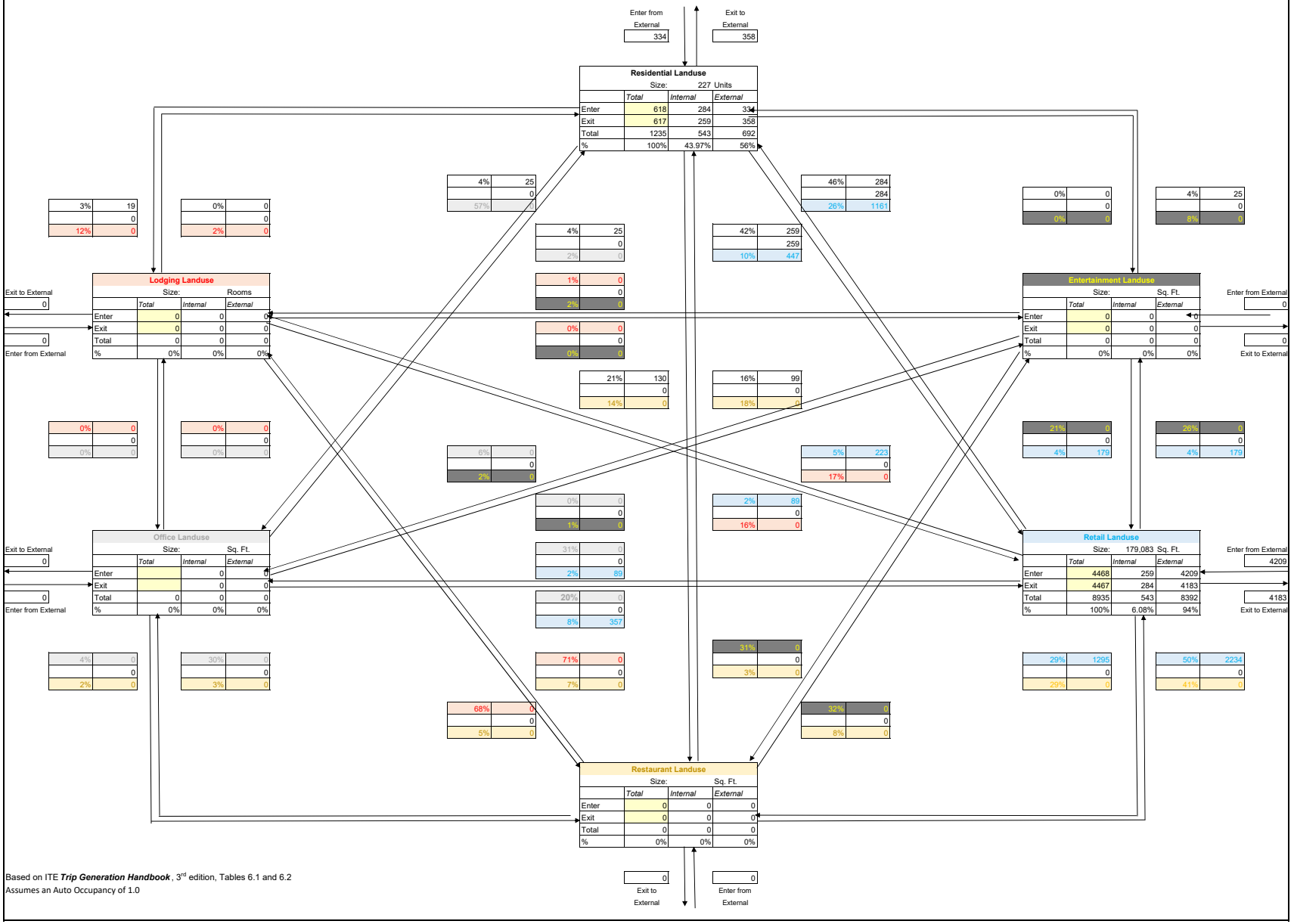
TAZ 129

PM Peak Hour - 2047
Internal Capture Matrix



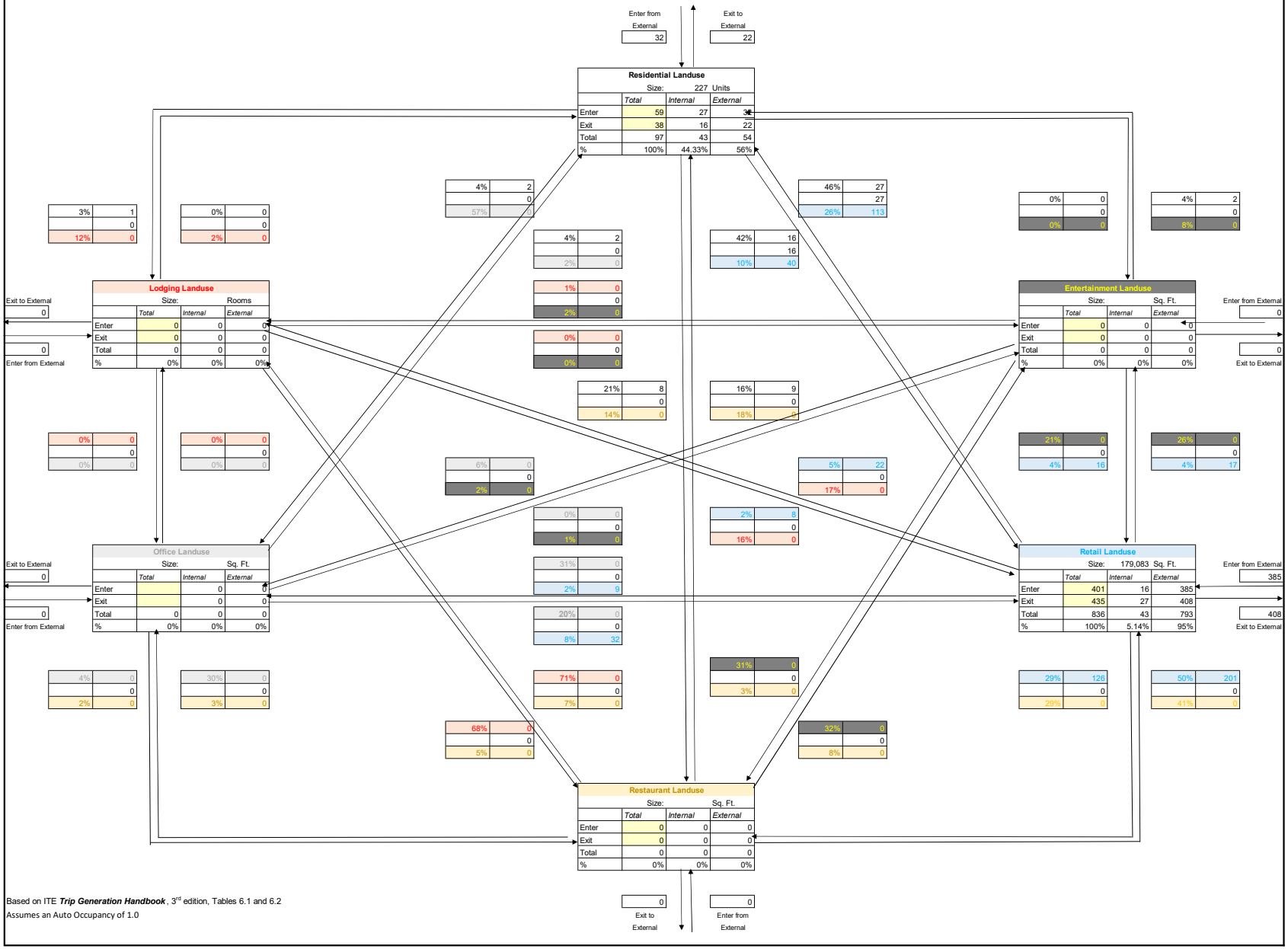
TAZ 130

Daily - 2047
Internal Capture Matrix



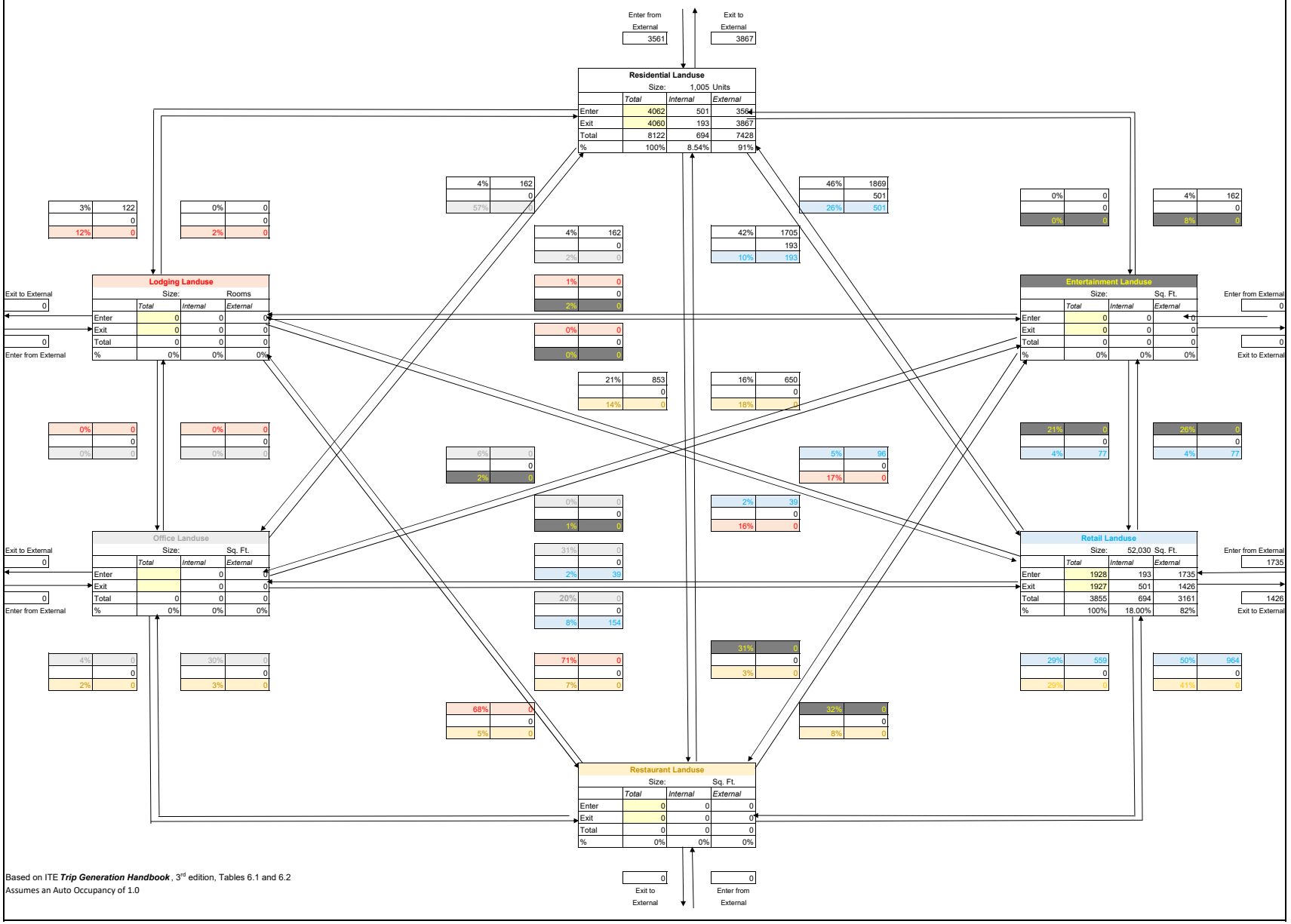
TAZ 130

PM Peak Hour - 2047
Internal Capture Matrix



TAZ 27

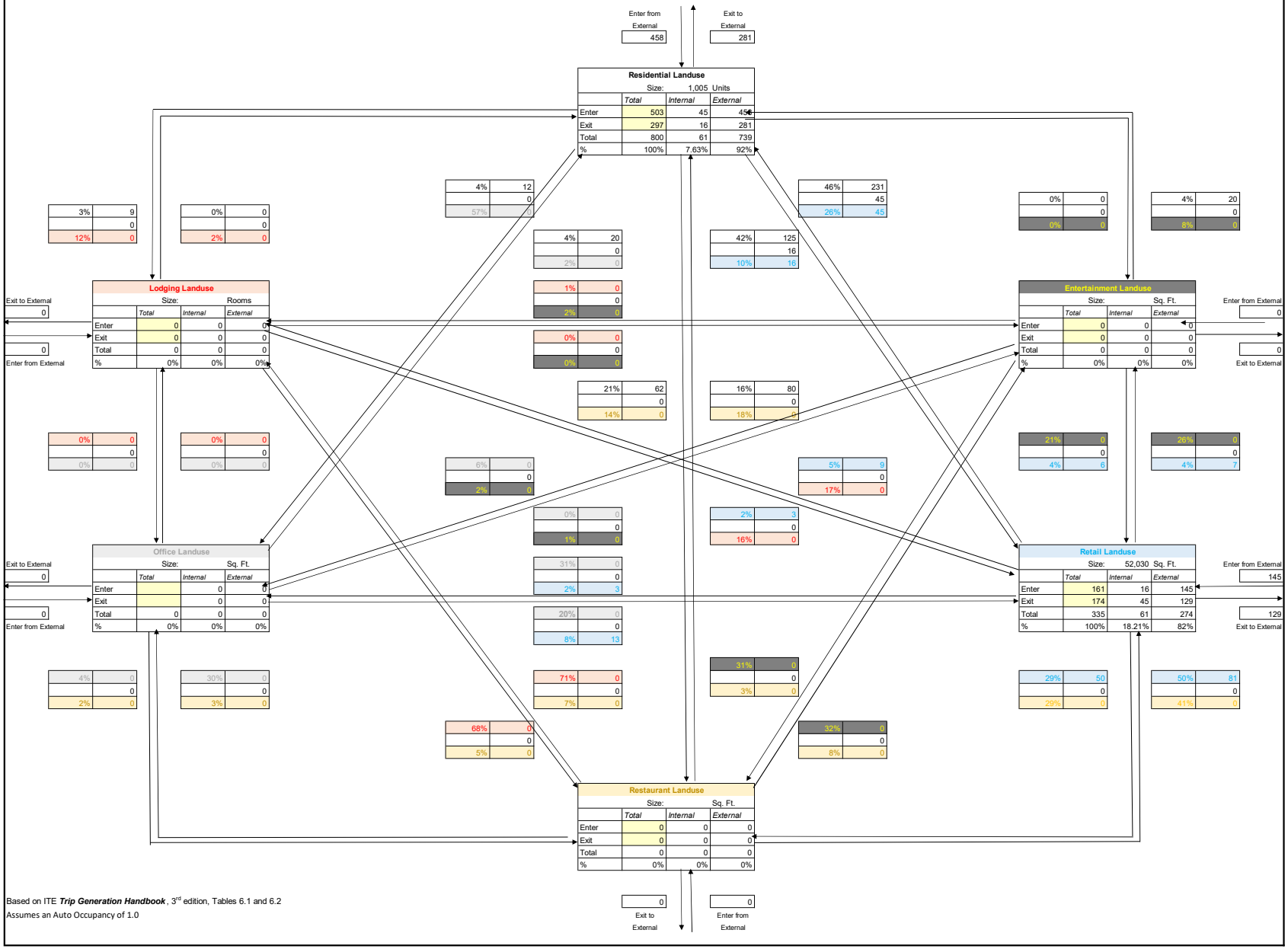
Daily - 2052
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

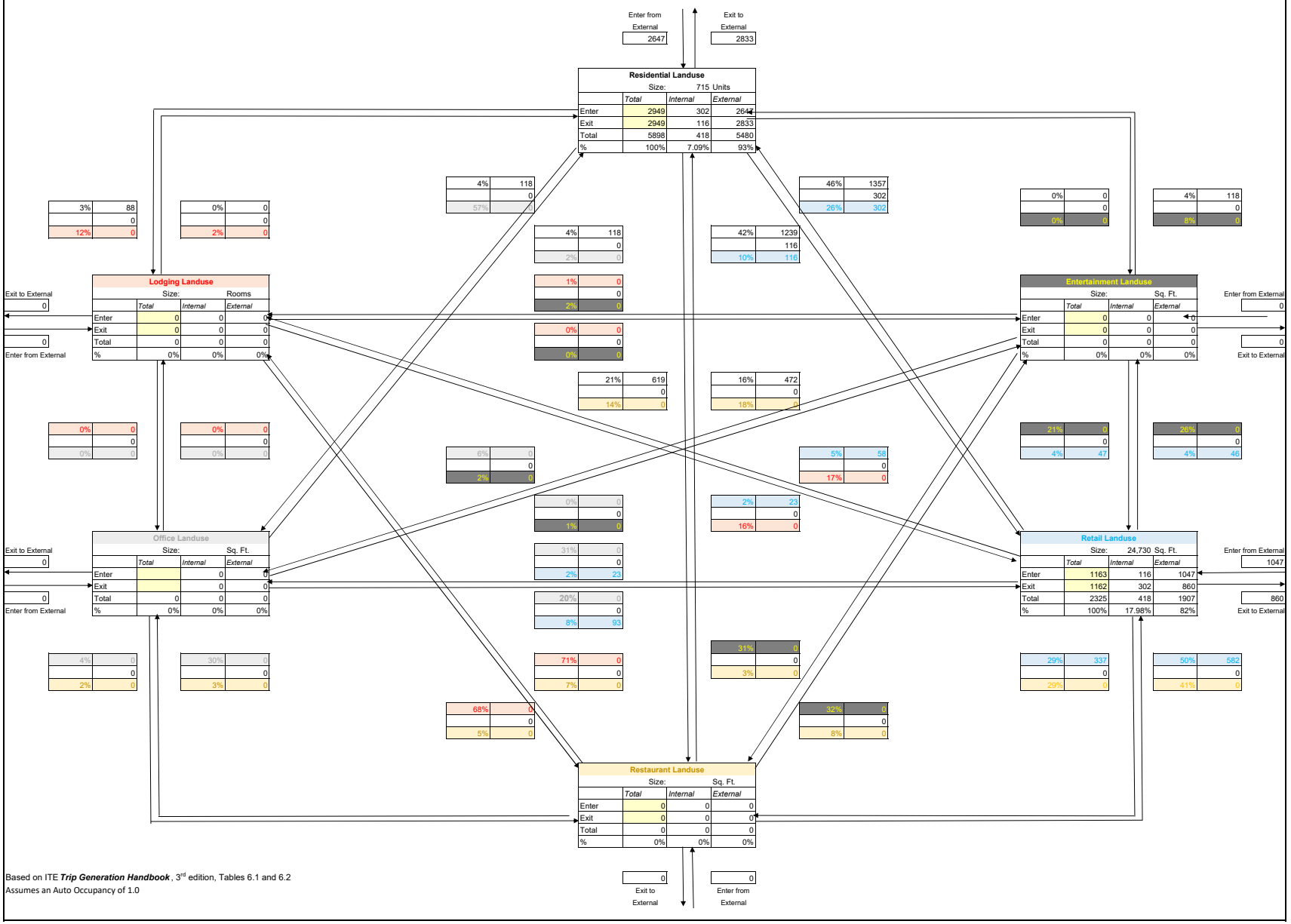
TAZ 27

PM Peak Hour- 2052
Internal Capture Matrix



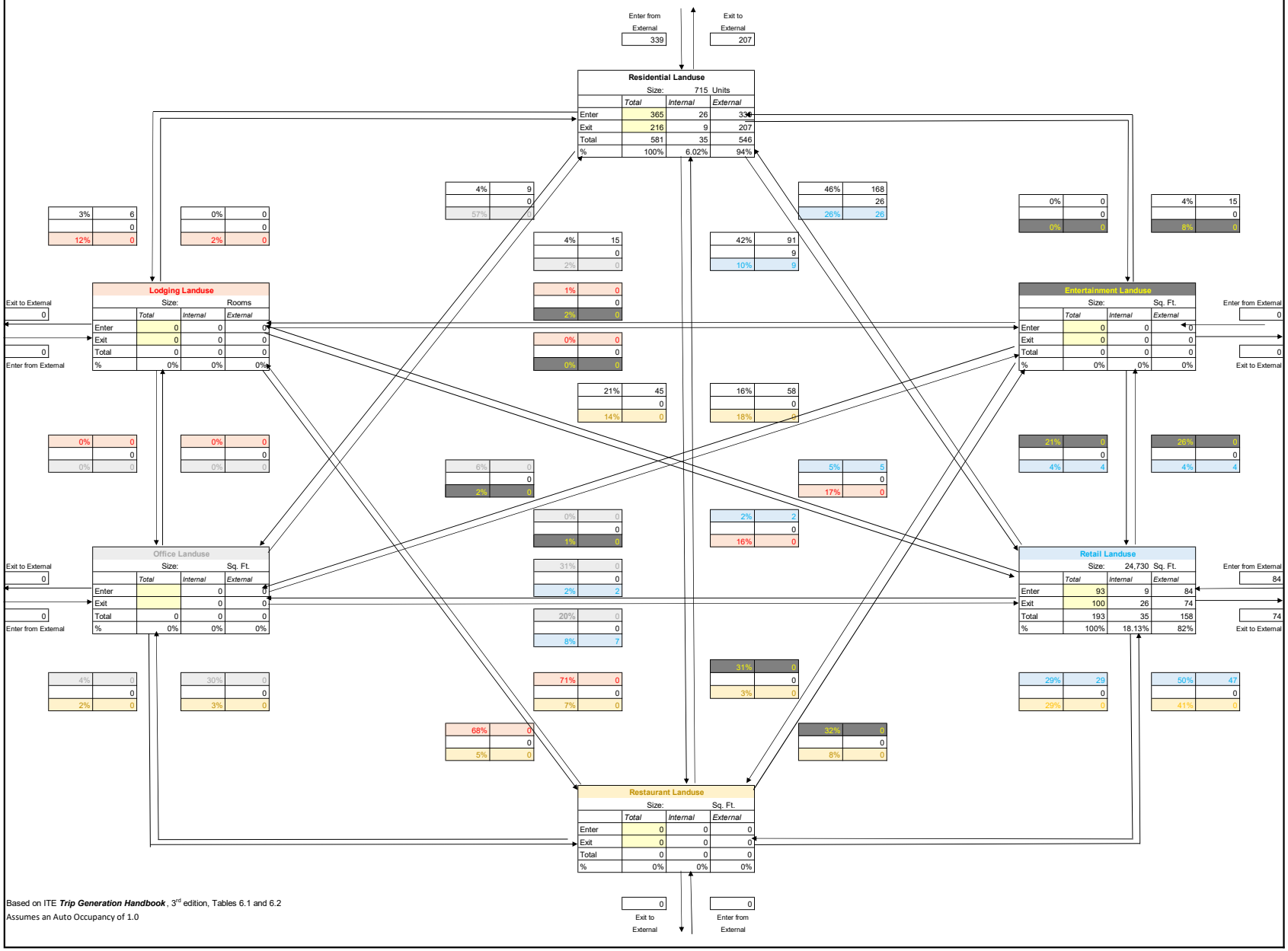
TAZ 28

Daily - 2052
Internal Capture Matrix



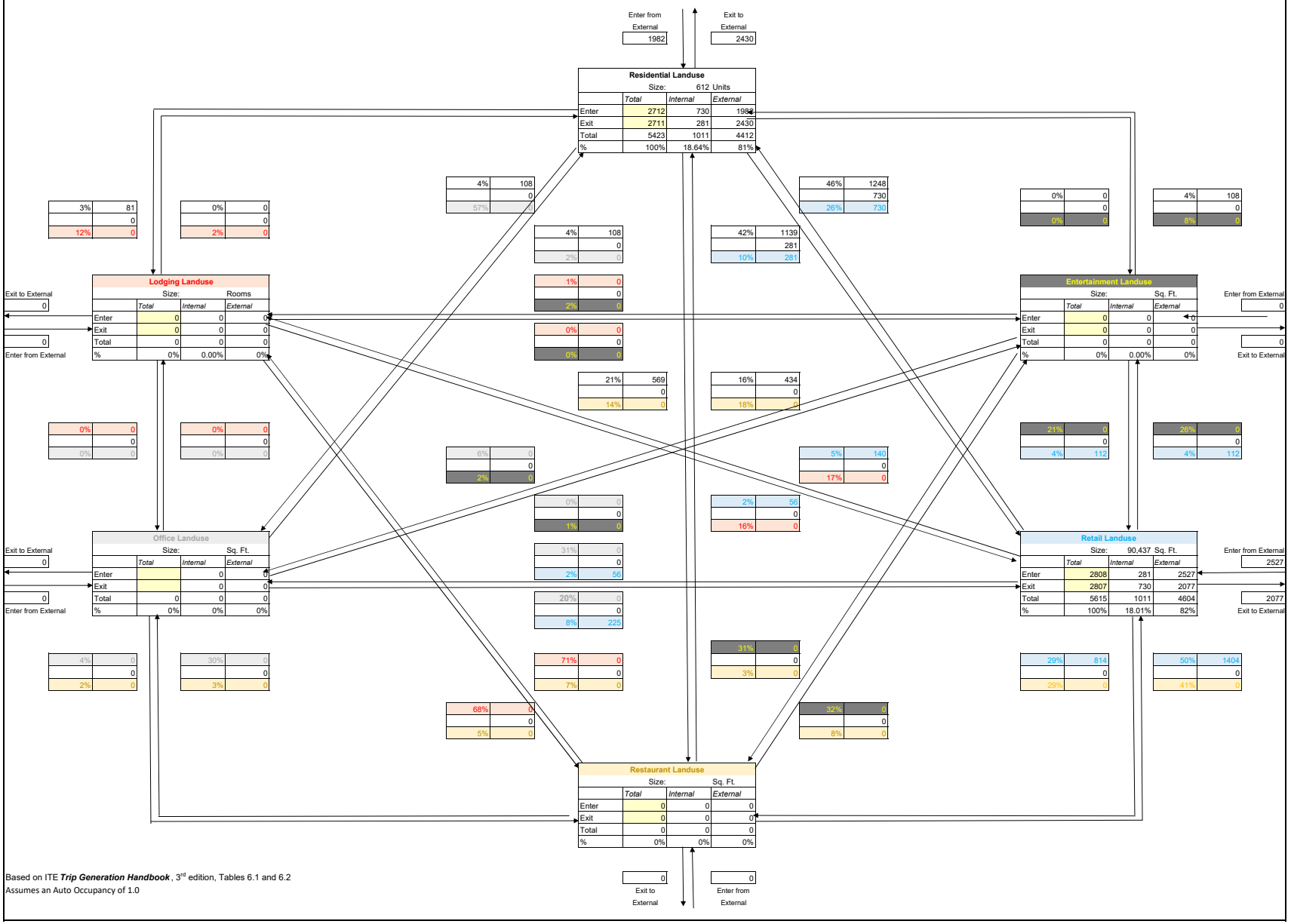
TAZ 28

PM Peak Hour- 2052
Internal Capture Matrix



TAZ 31

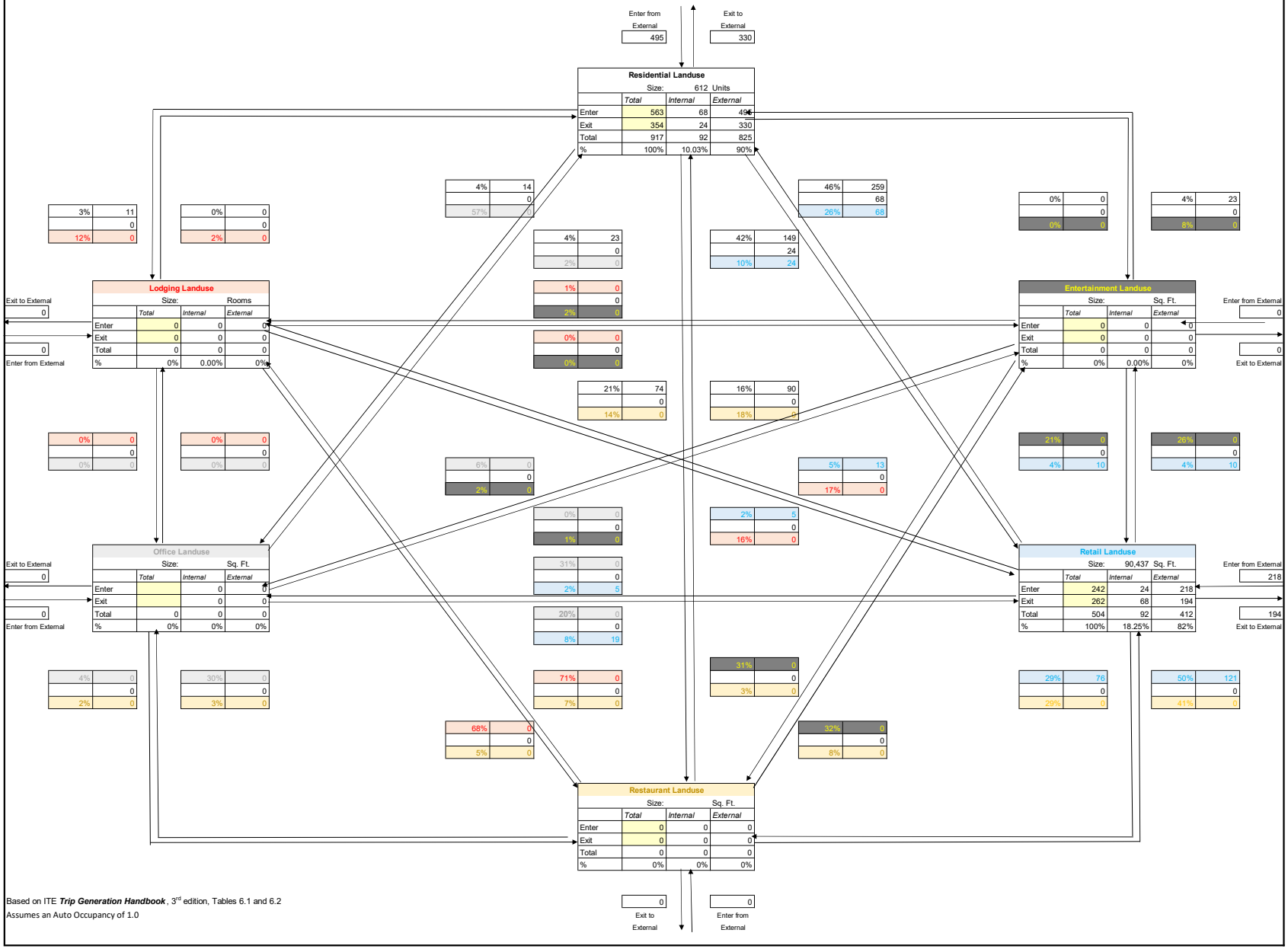
Daily - 2052
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

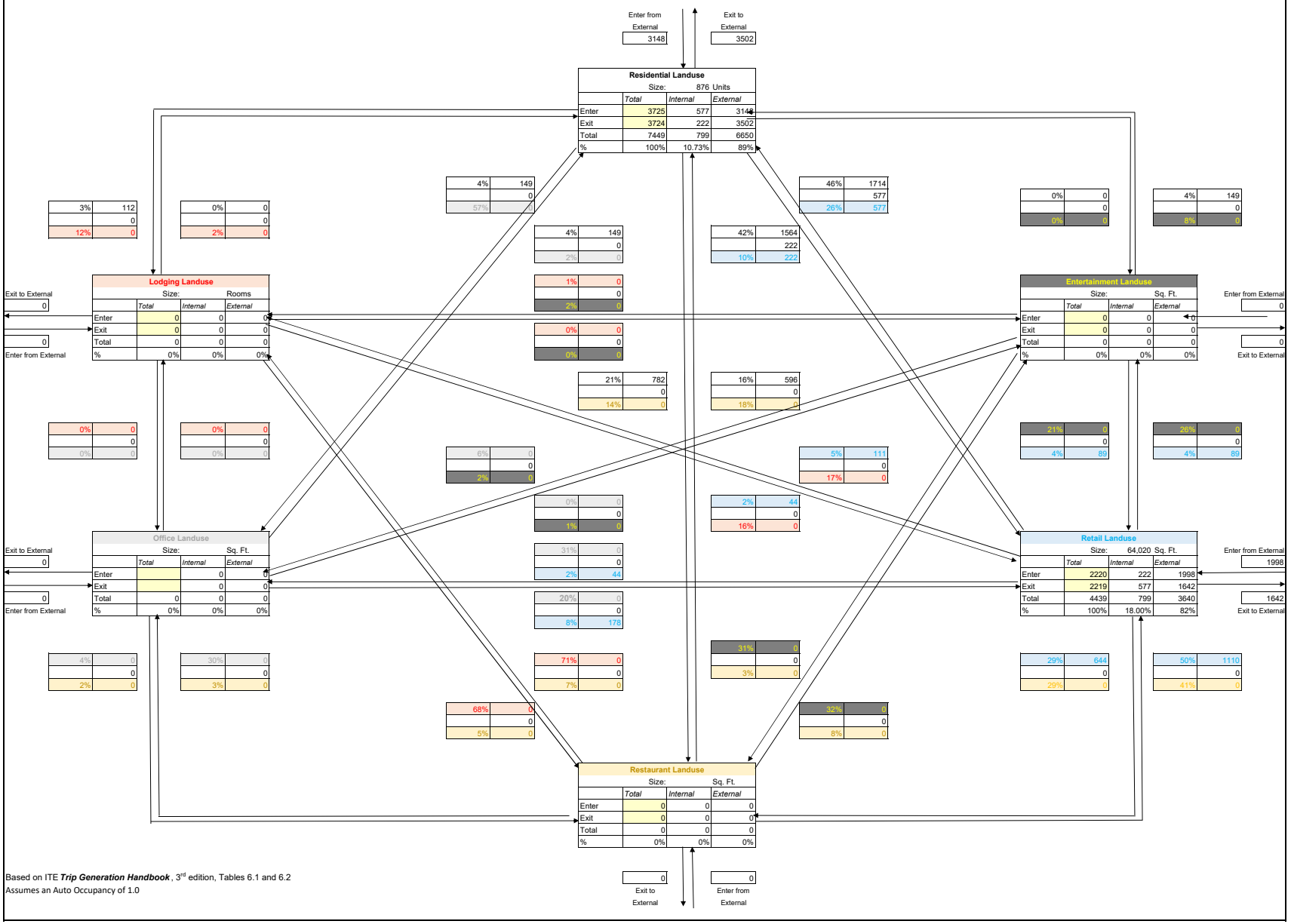
TAZ 31

PM Peak Hour- 2052
Internal Capture Matrix



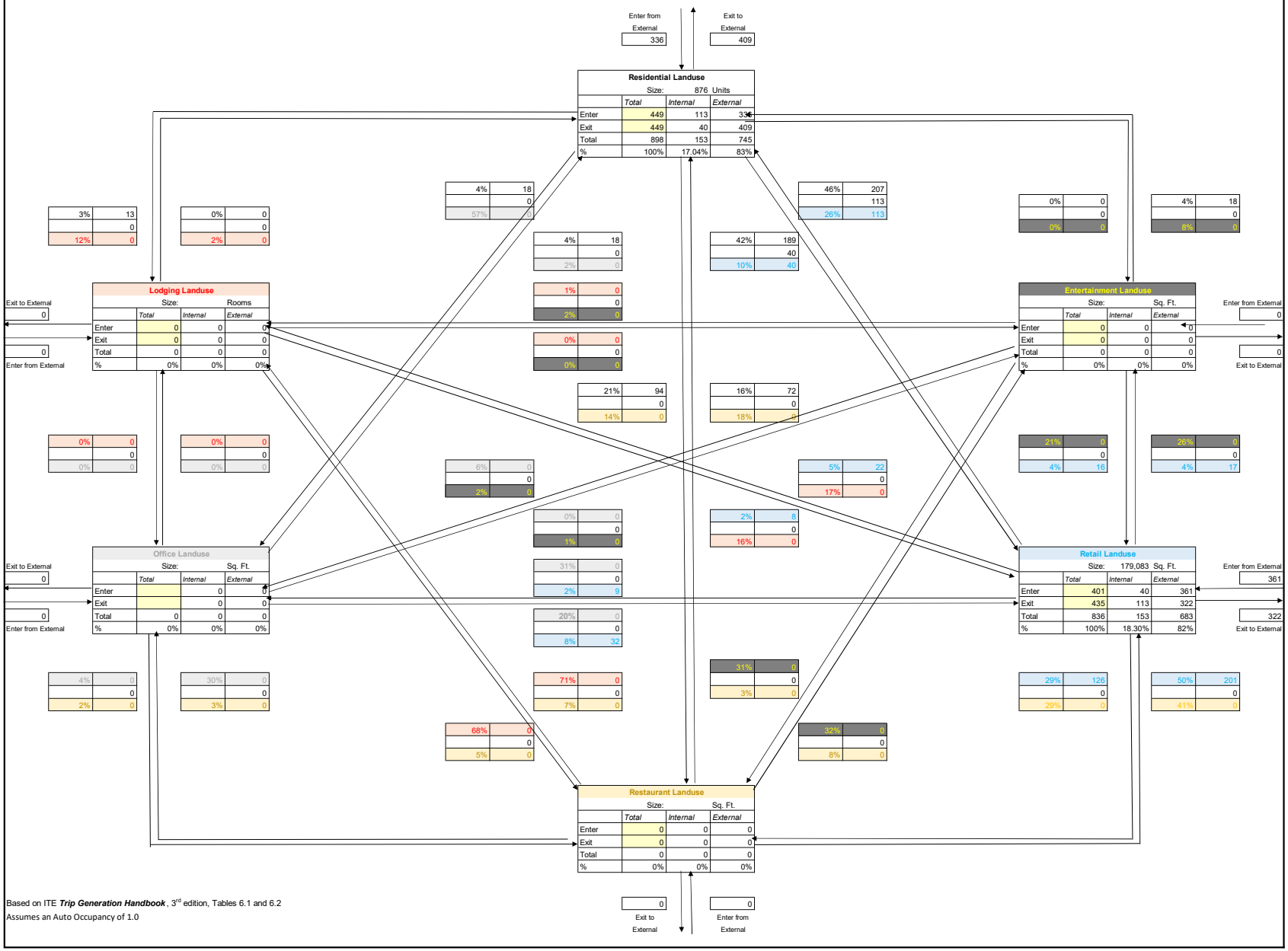
TAZ 33

Daily - 2052
Internal Capture Matrix



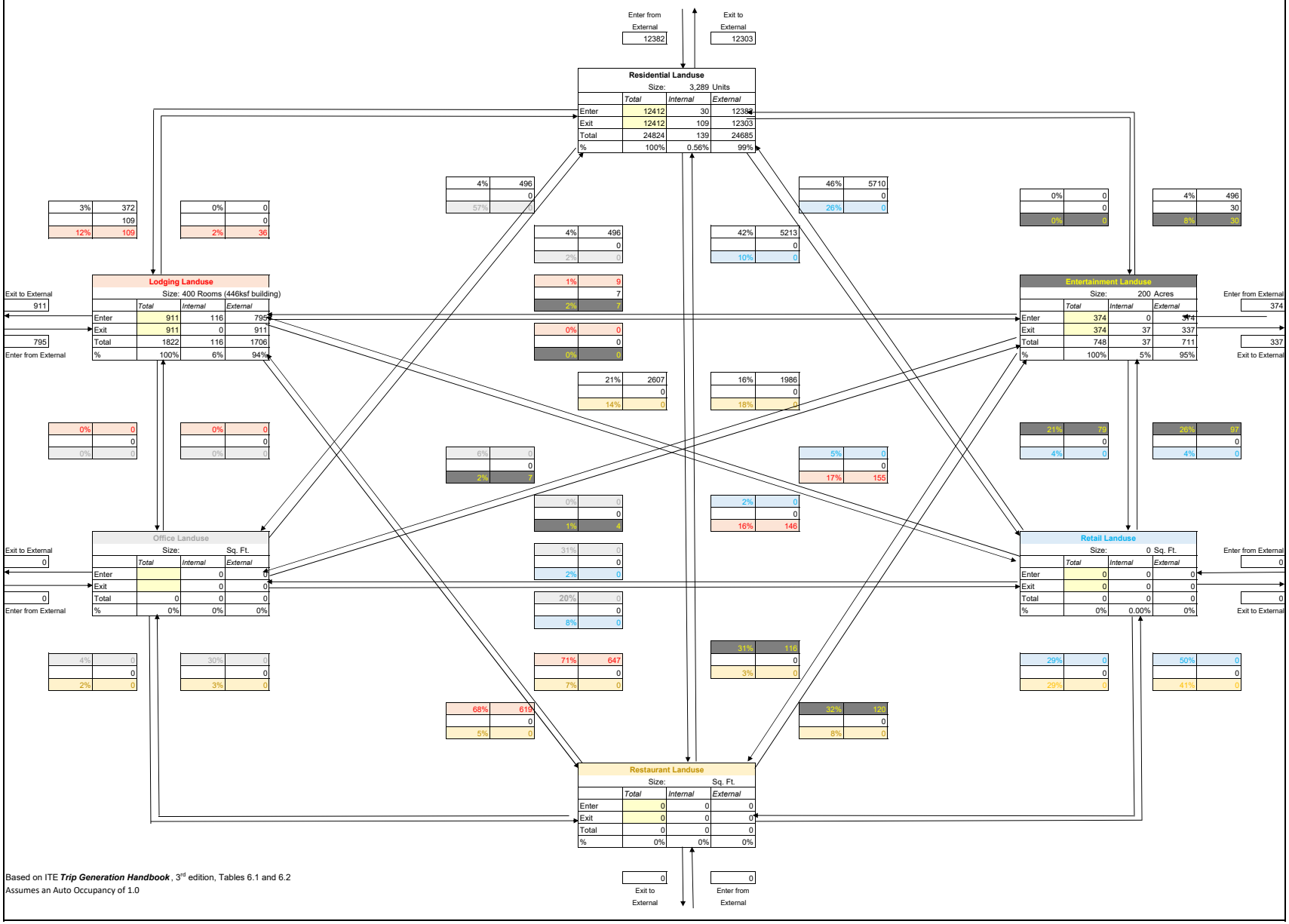
TAZ 33

PM Peak Hour- 2052
Internal Capture Matrix



TAZ 90

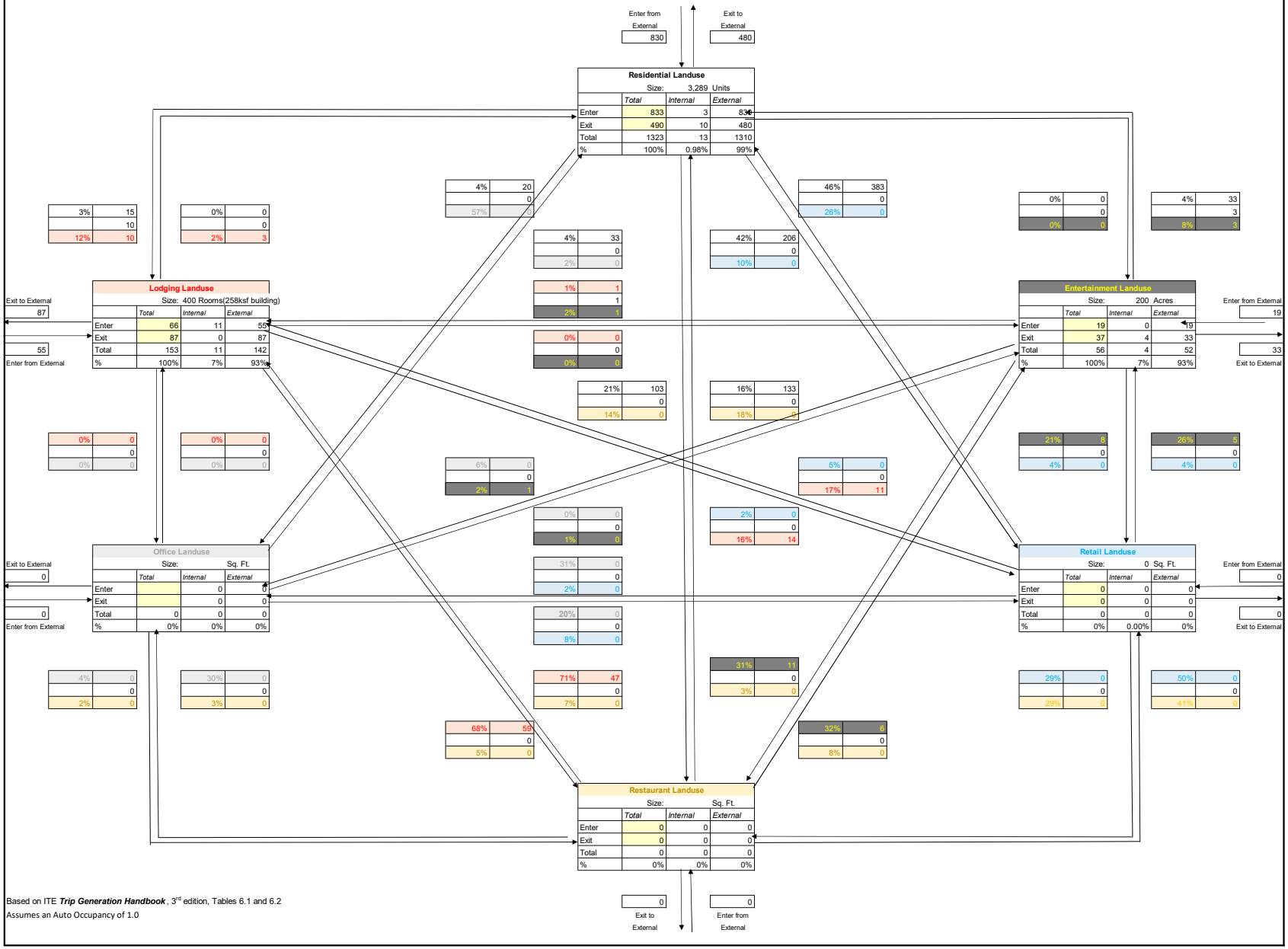
Daily - 2052
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 90

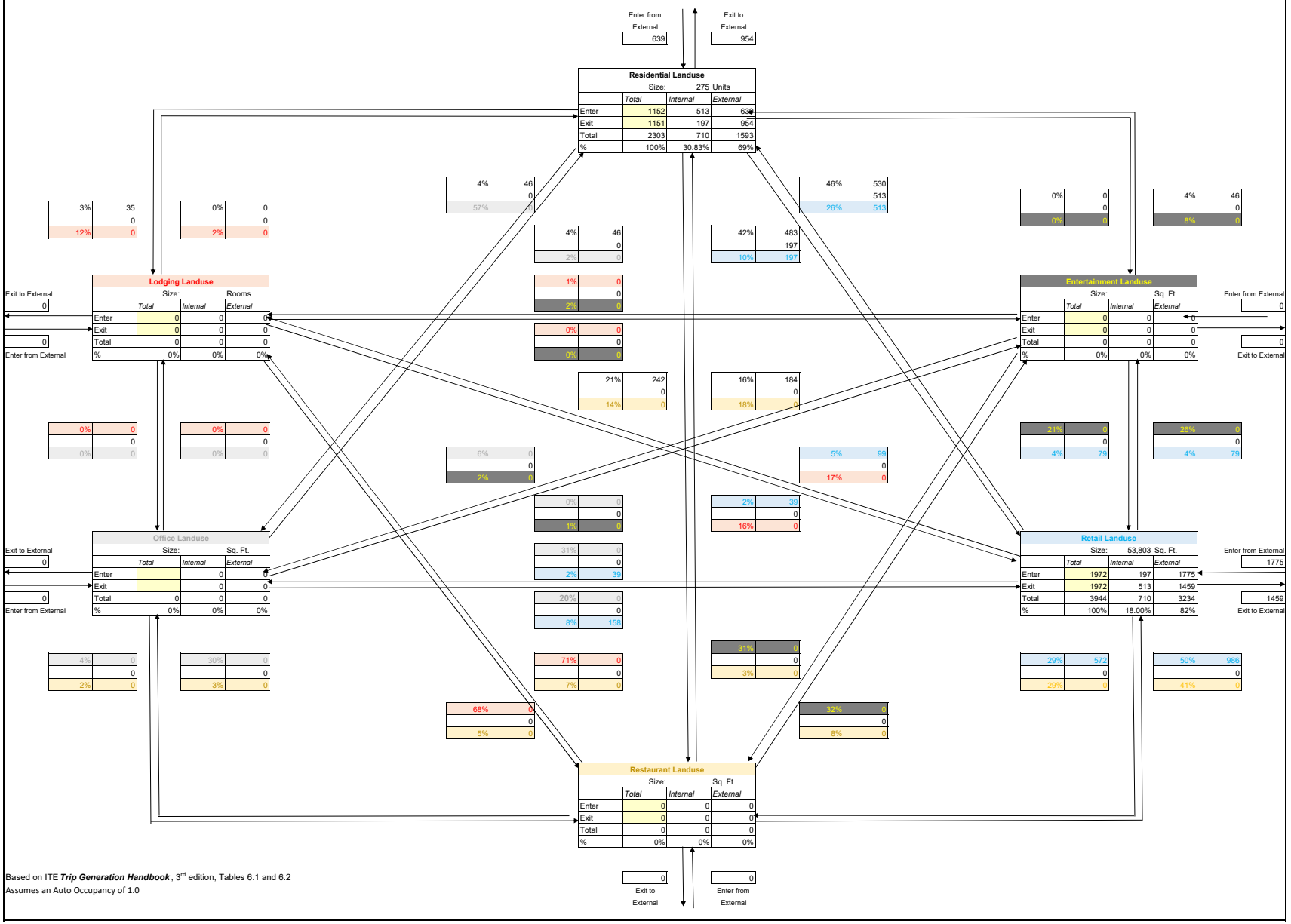
PM Peak Hour- 2052
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

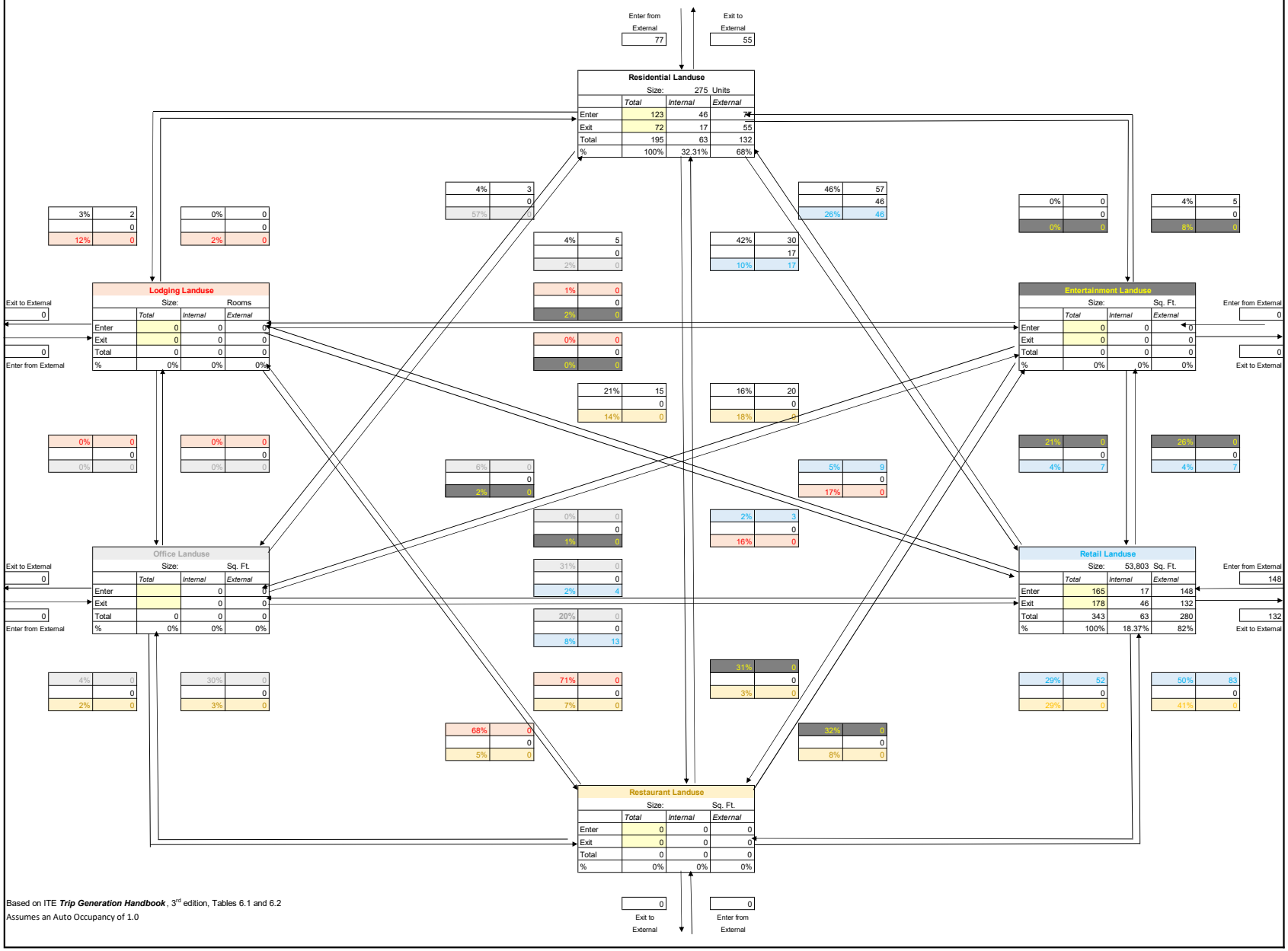
TAZ 91

Daily - 2052
Internal Capture Matrix



TAZ 91

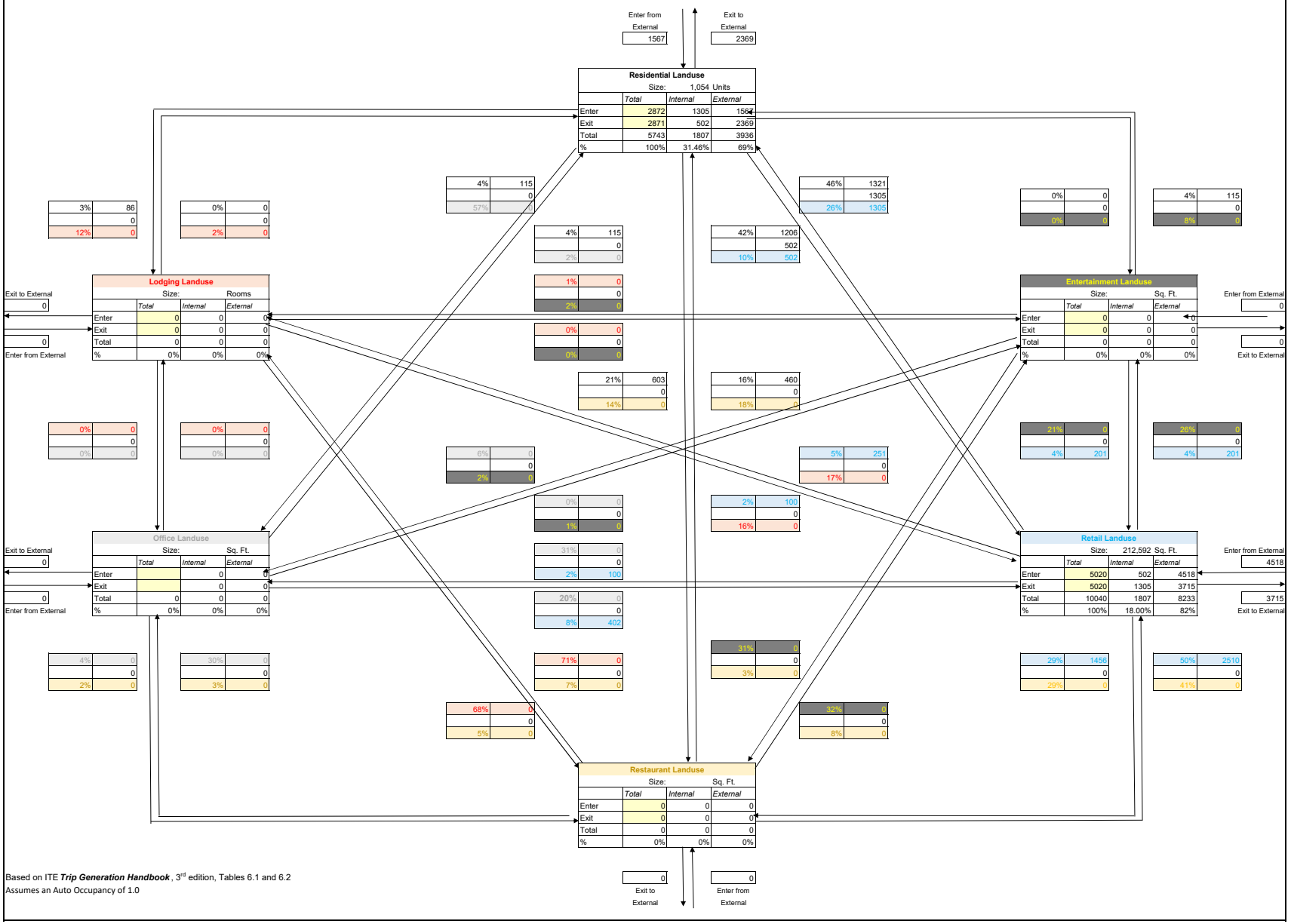
PM Peak Hour- 2052
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

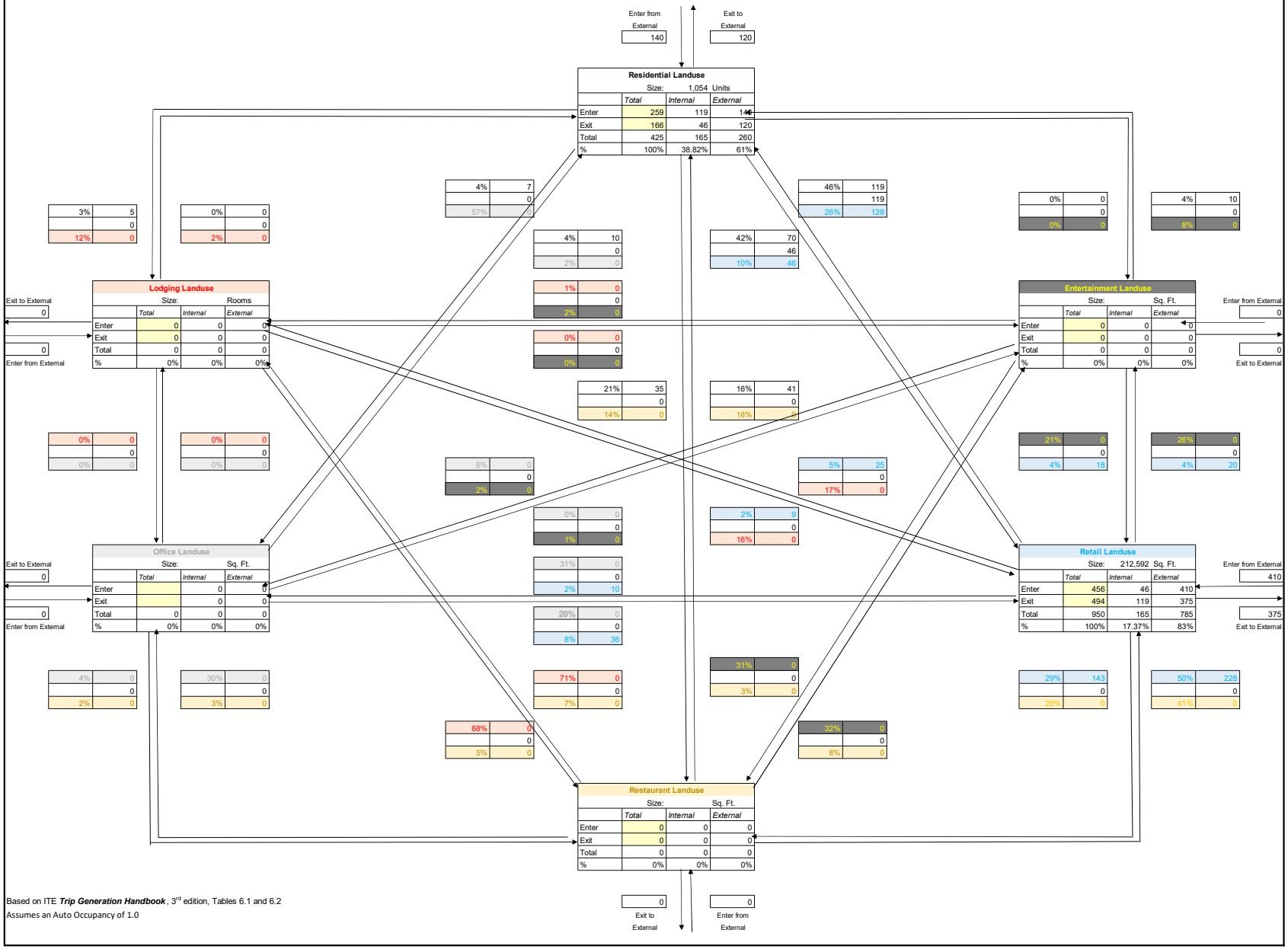
TAZ 93

Daily - 2052
Internal Capture Matrix



TAZ 93

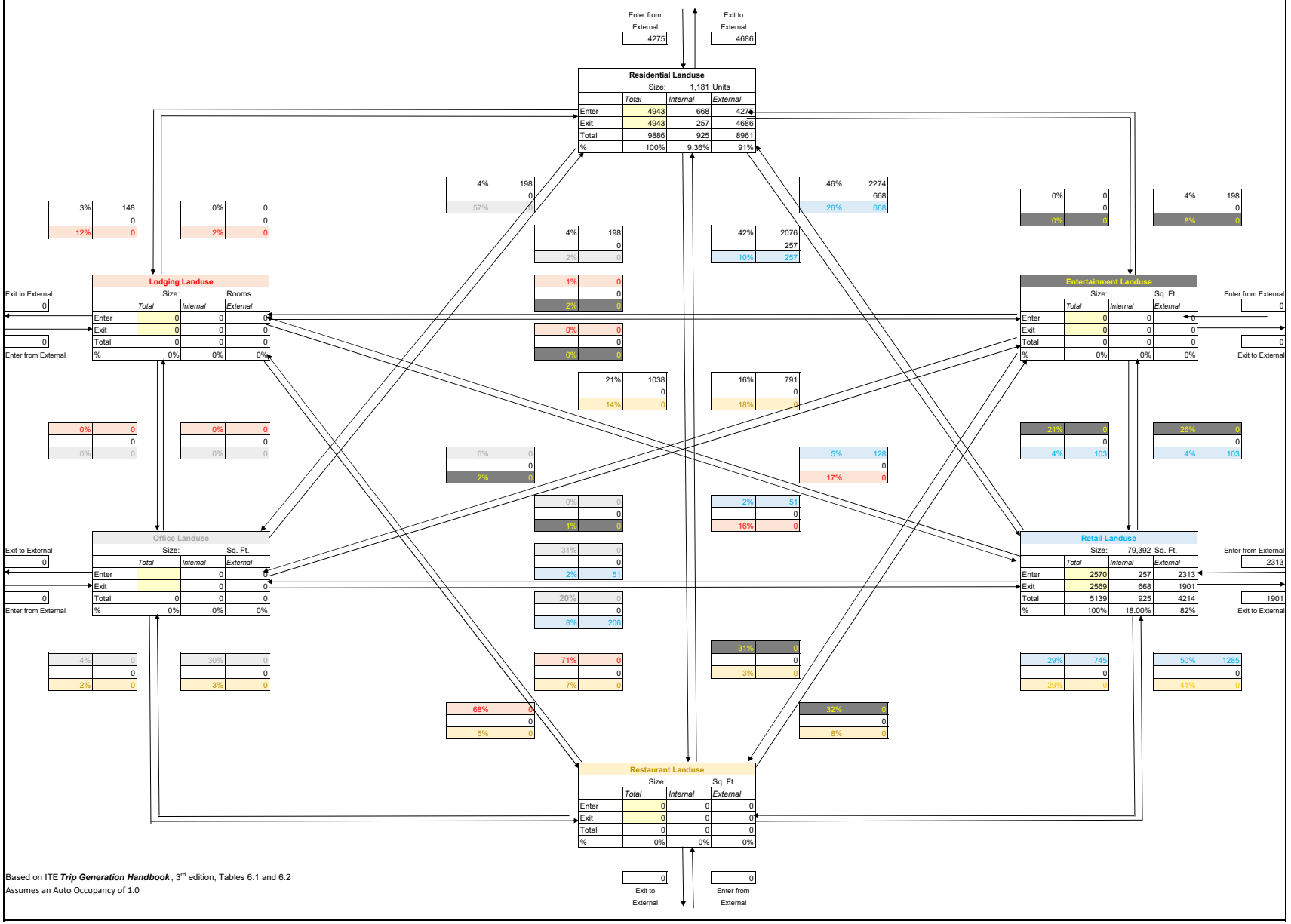
PM Peak Hour- 2052
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 94

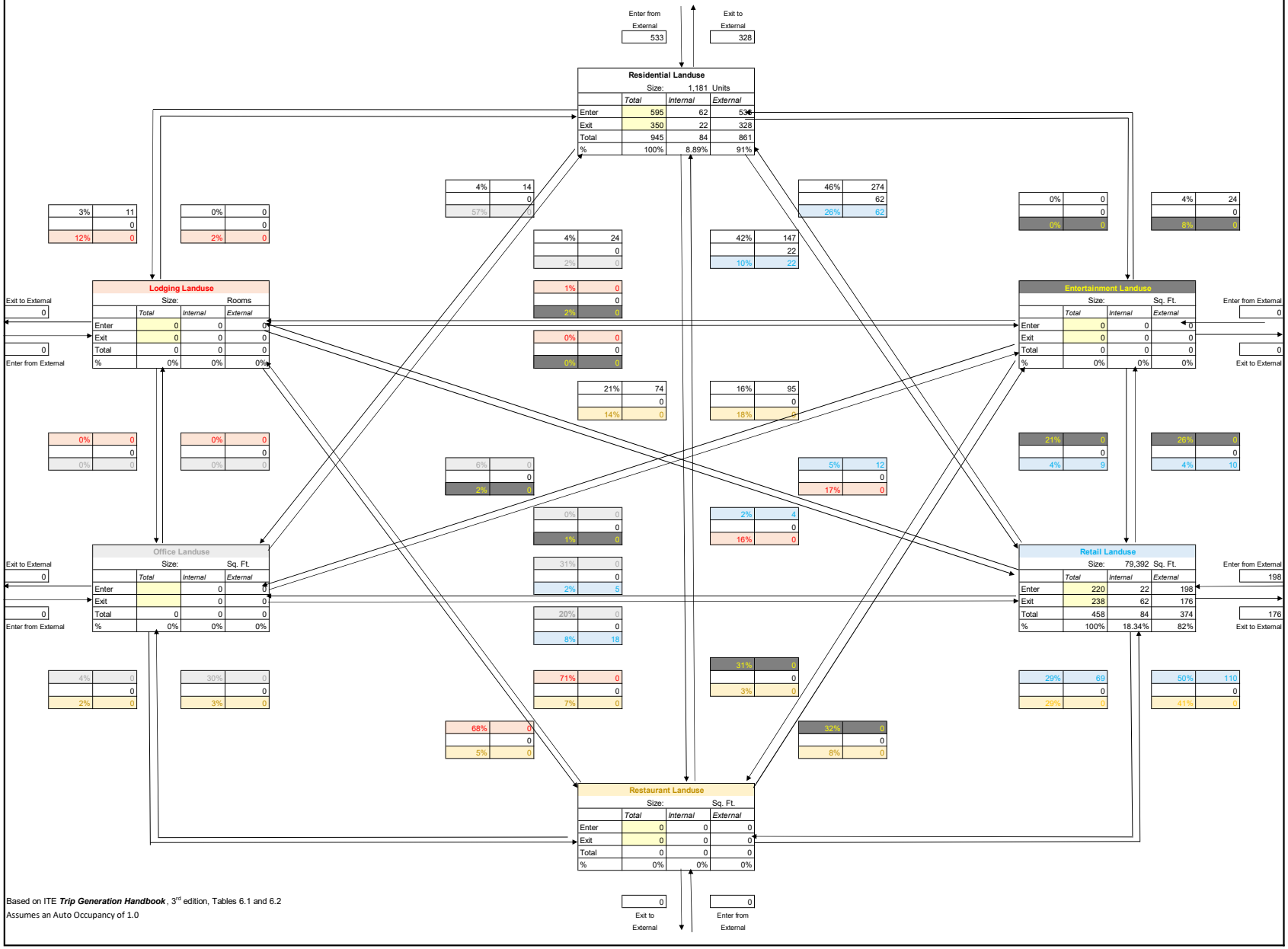
Daily - 2052
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 94

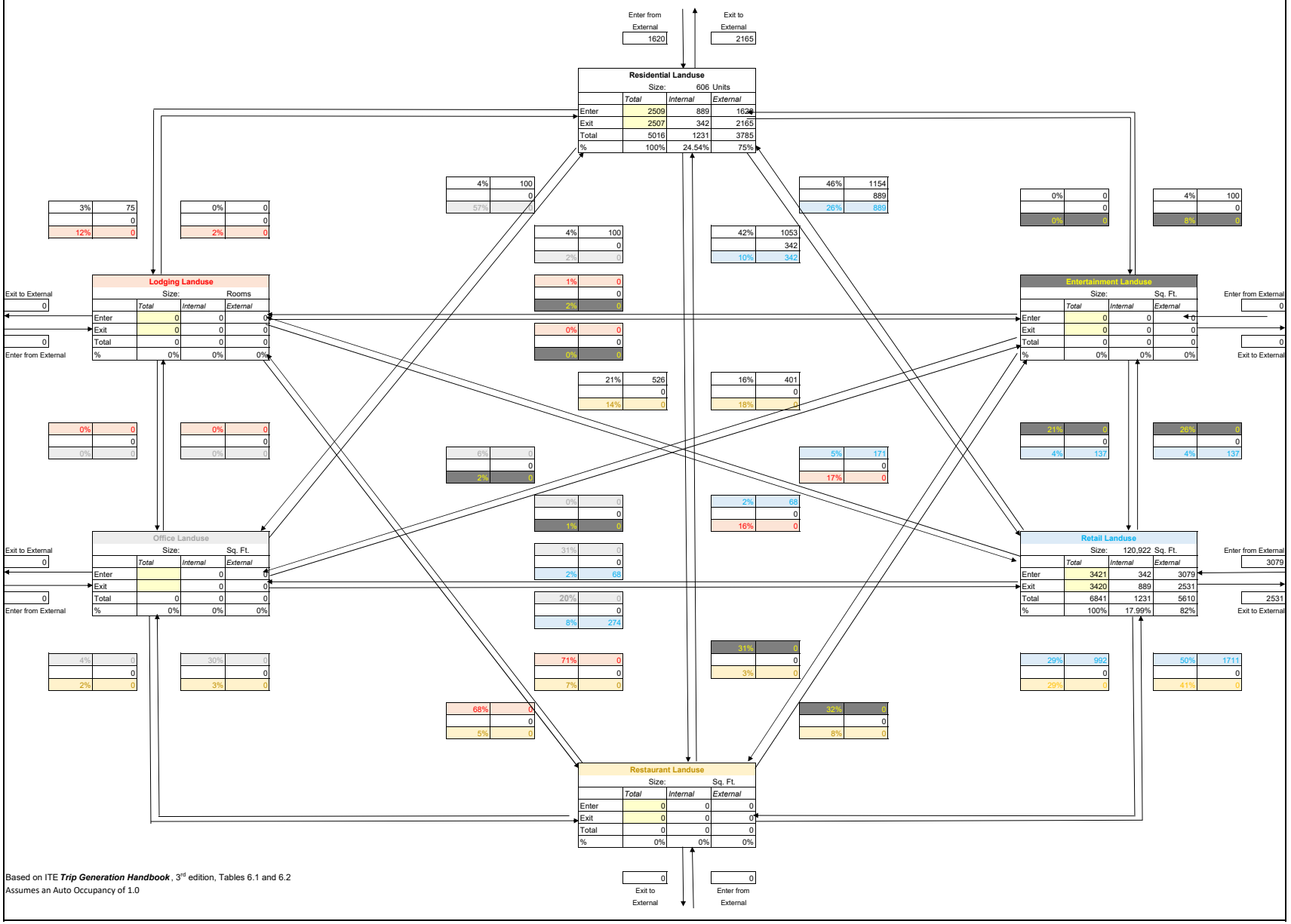
PM Peak Hour- 2052
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 97

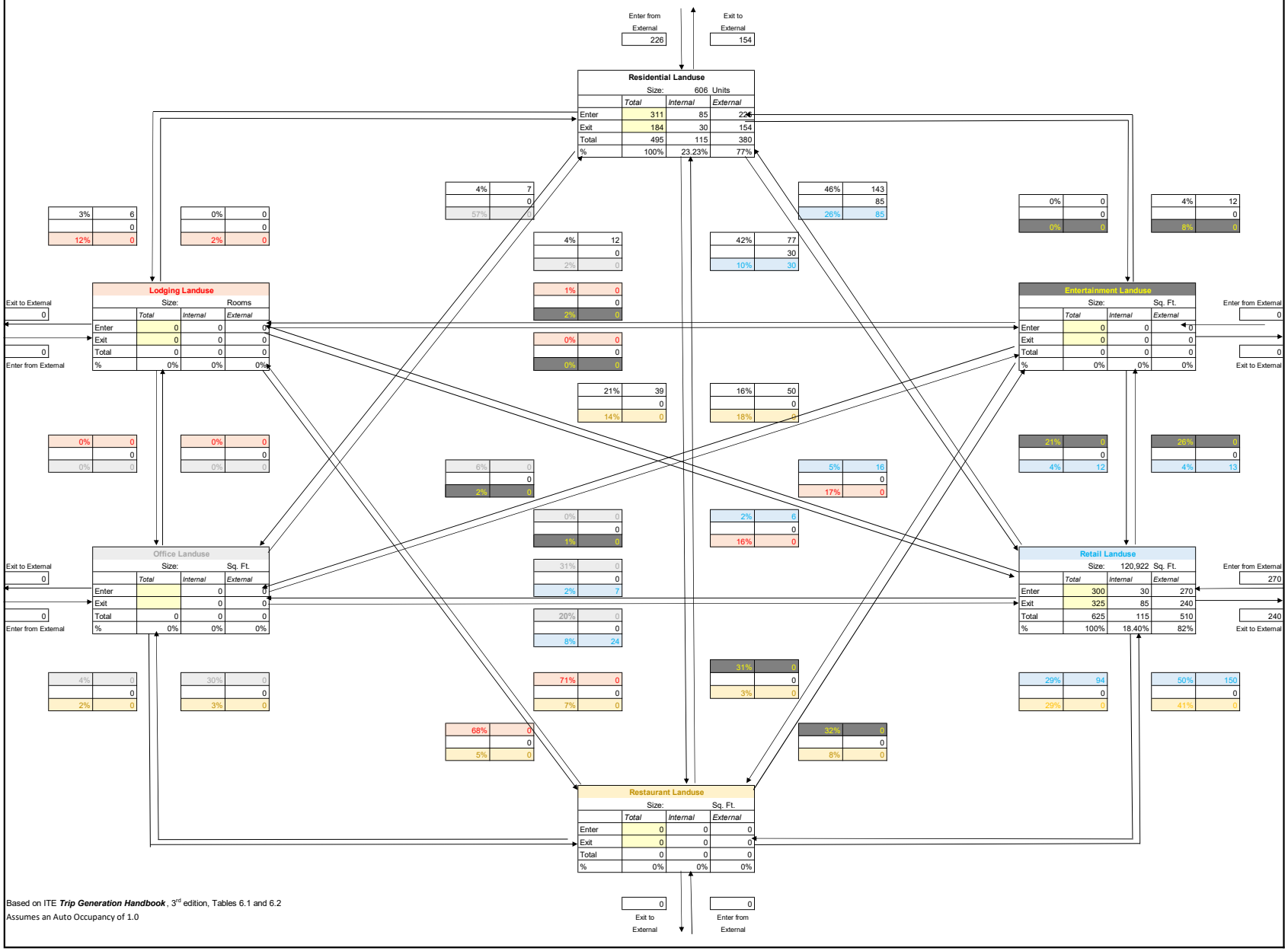
Daily - 2052
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

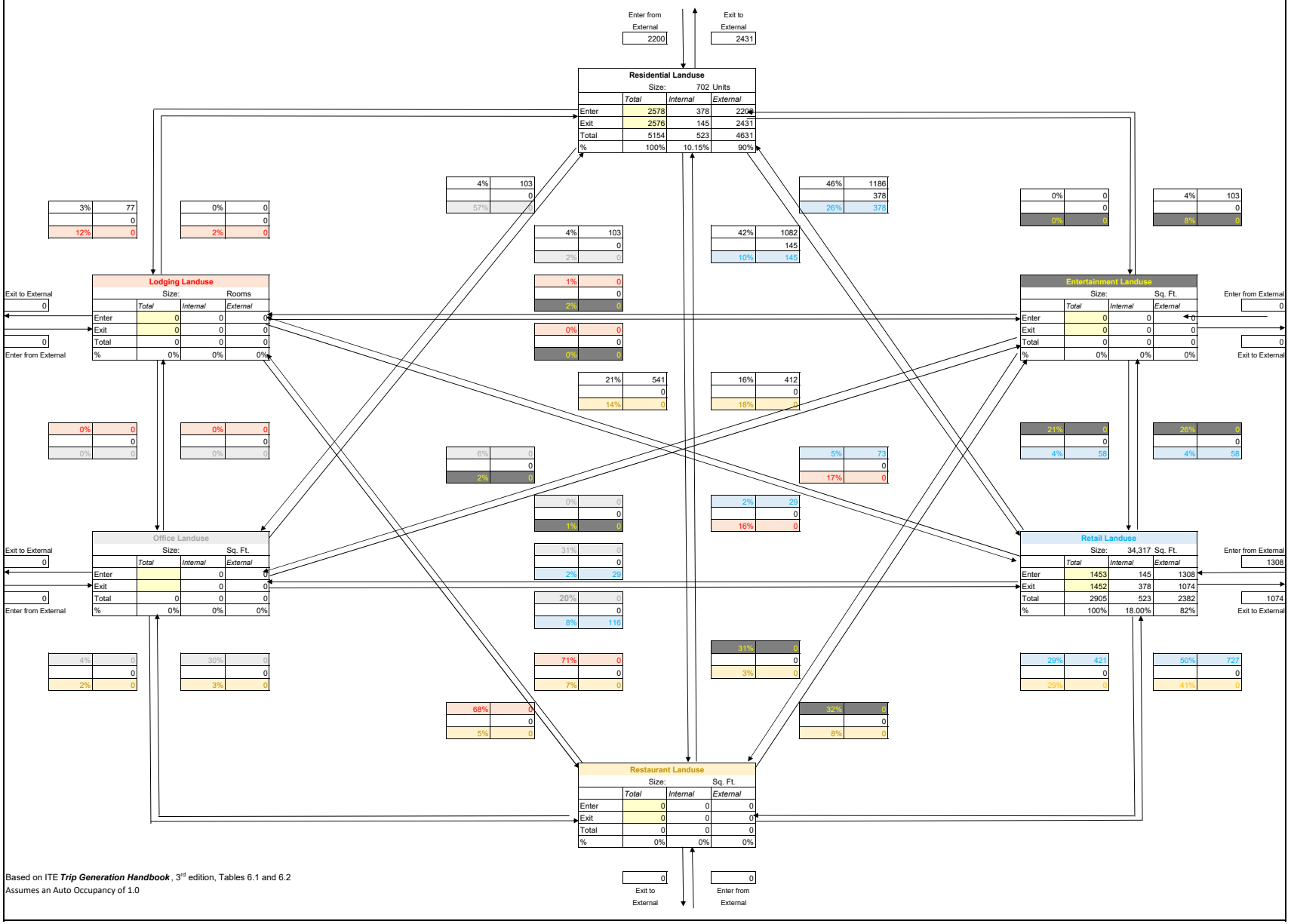
TAZ 97

PM Peak Hour- 2052
Internal Capture Matrix



TAZ 128

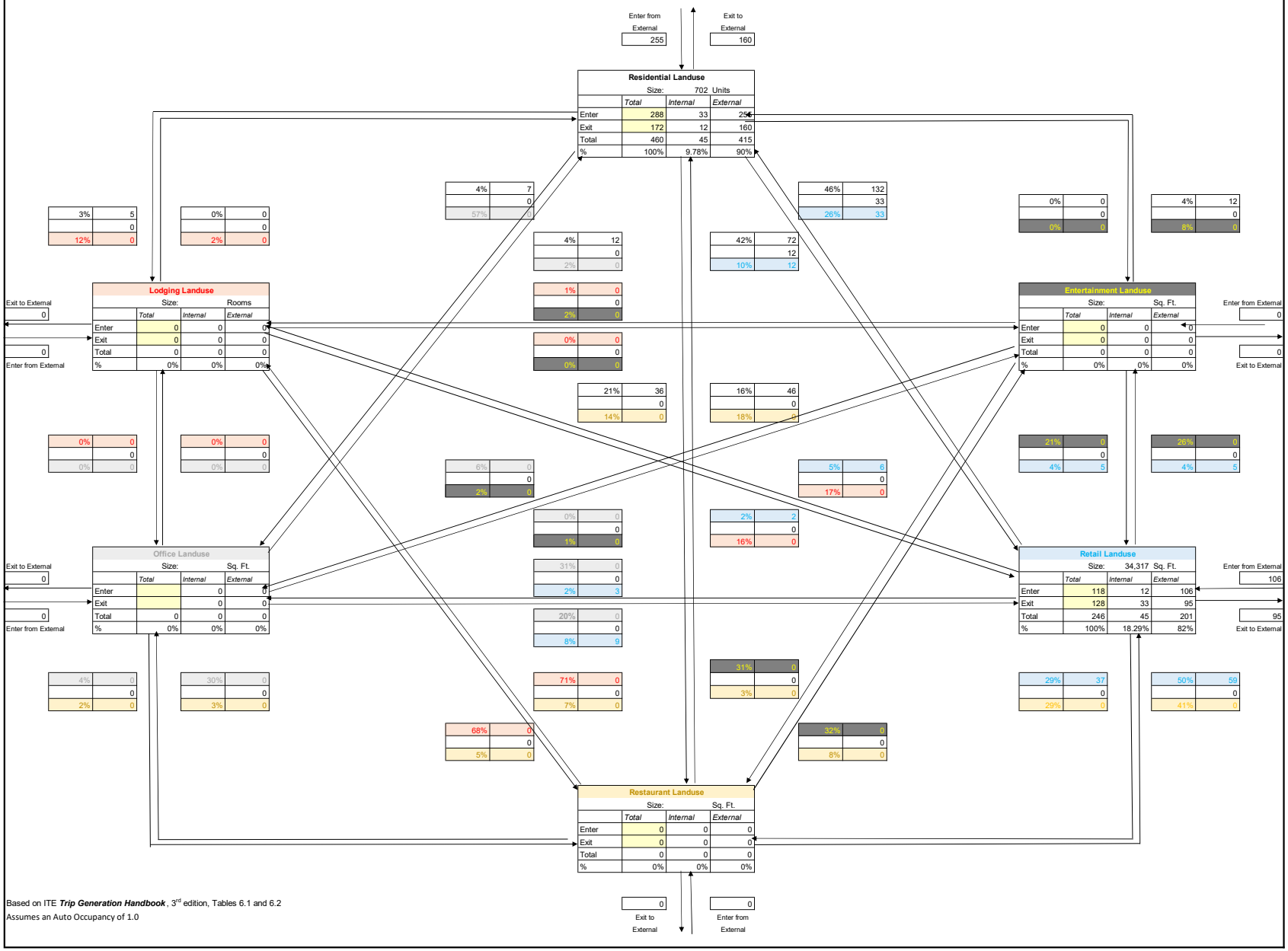
Daily - 2052
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 128

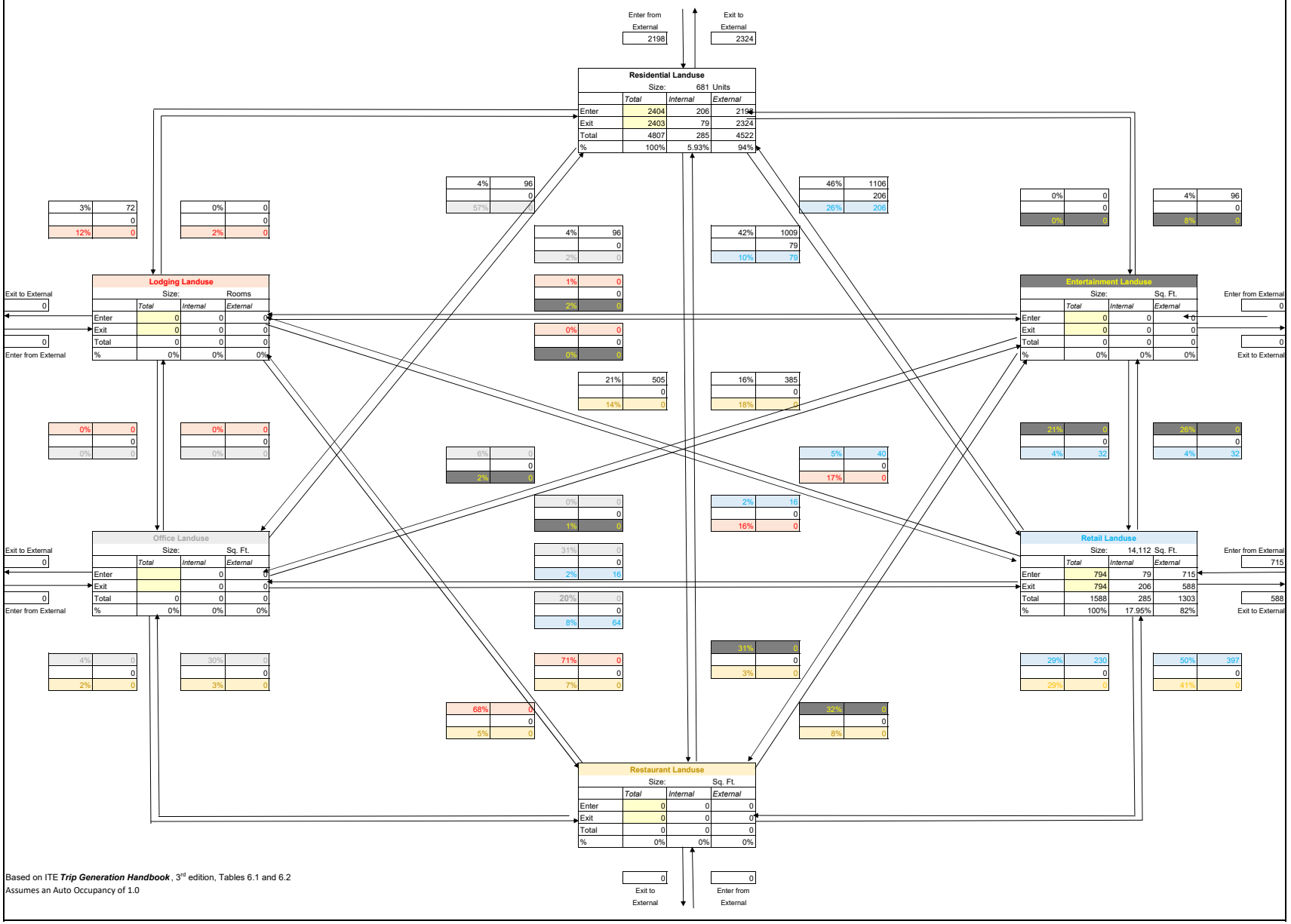
PM Peak Hour- 2052
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 129

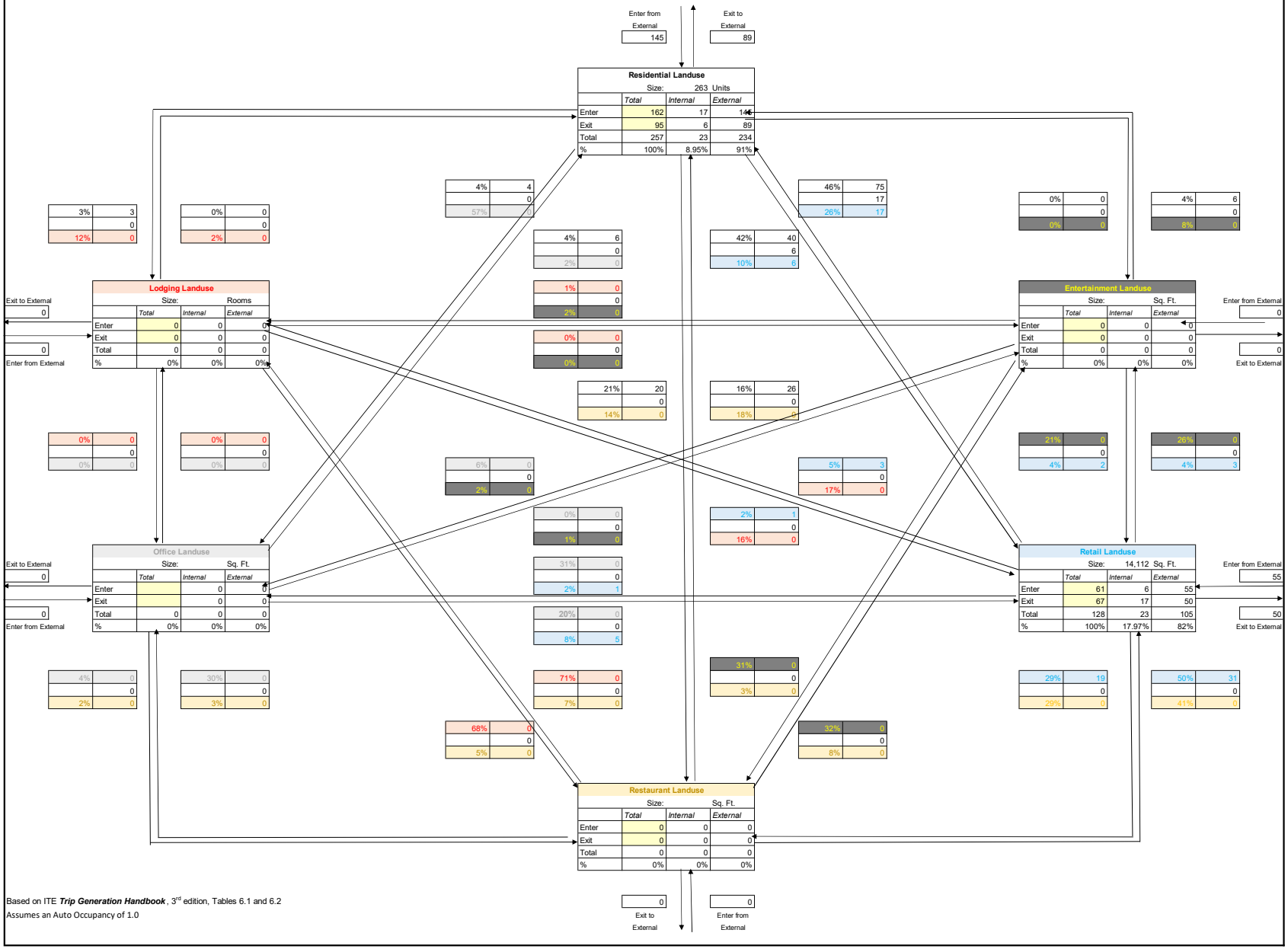
Daily - 2052
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

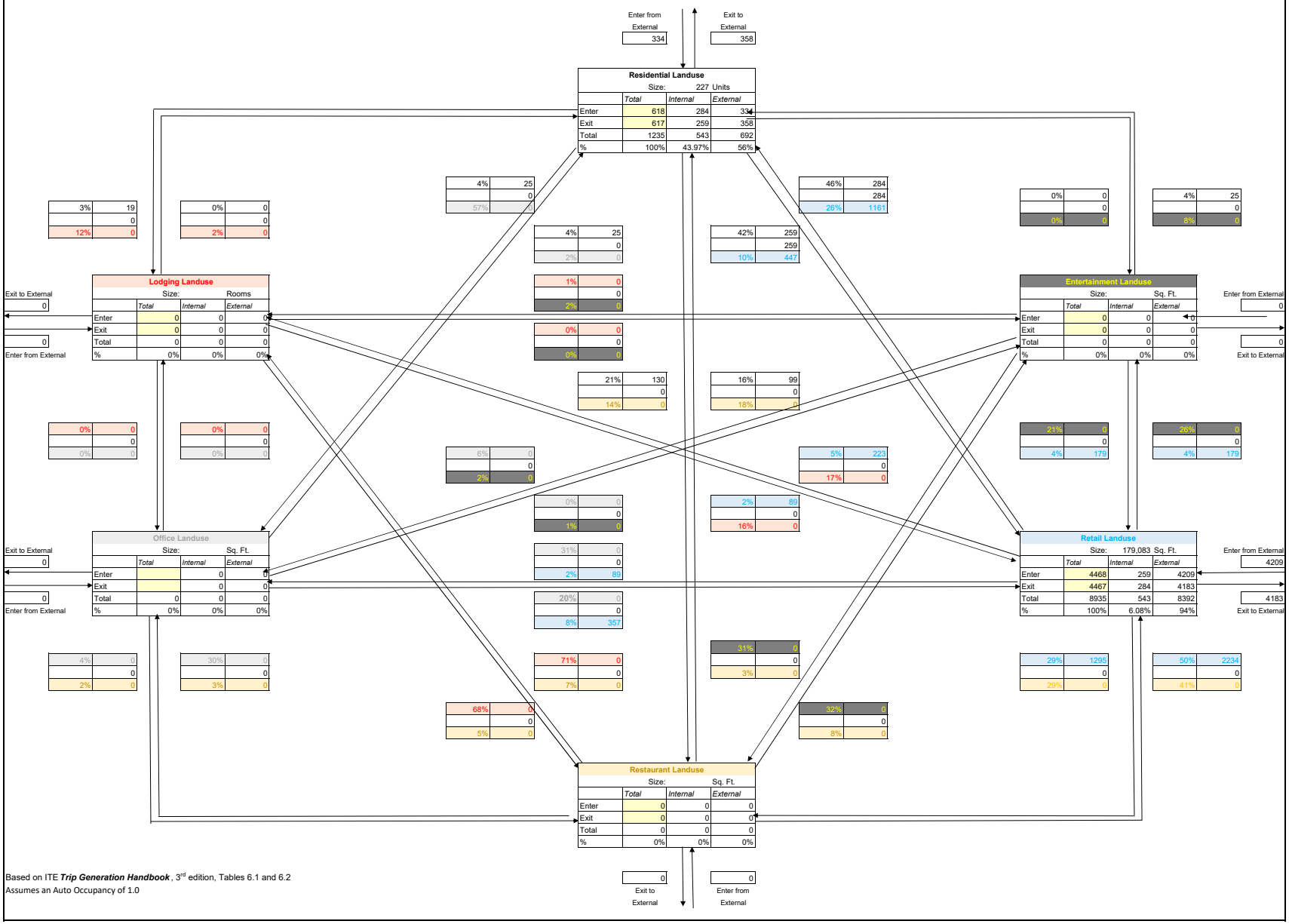
TAZ 129

PM Peak Hour- 2052
Internal Capture Matrix



TAZ 130

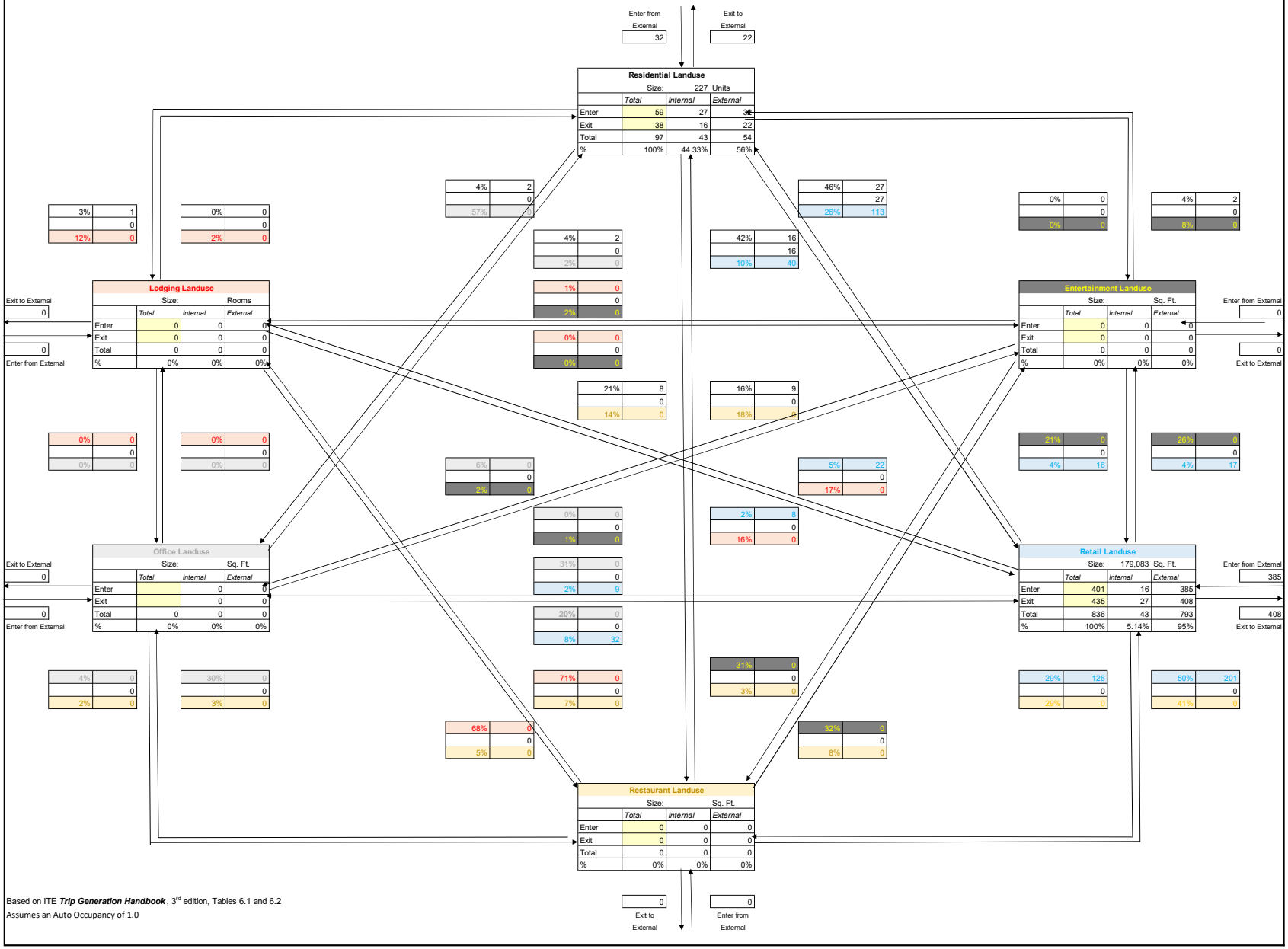
Daily - 2052
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

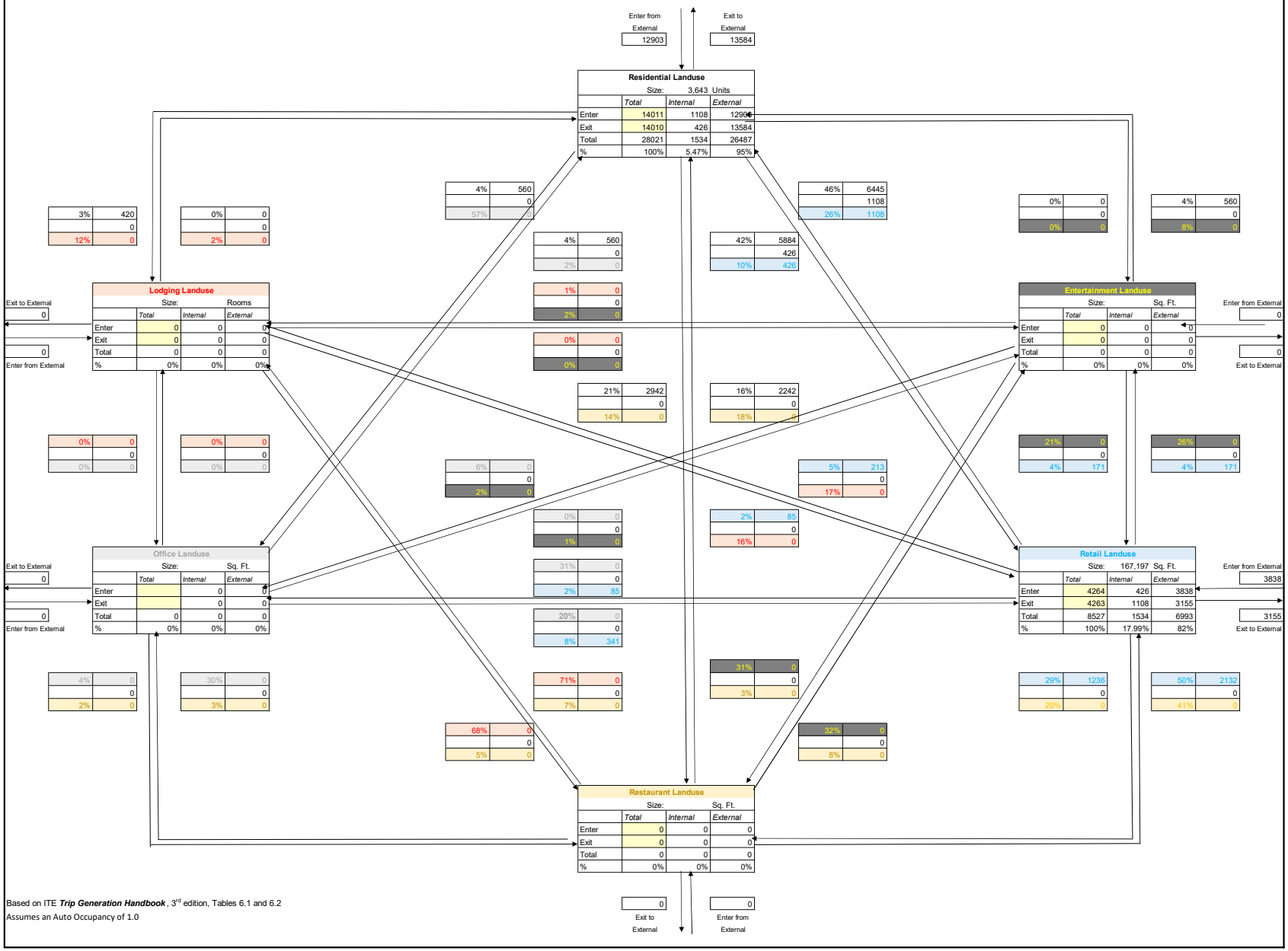
TAZ 130

PM Peak Hour- 2052
Internal Capture Matrix



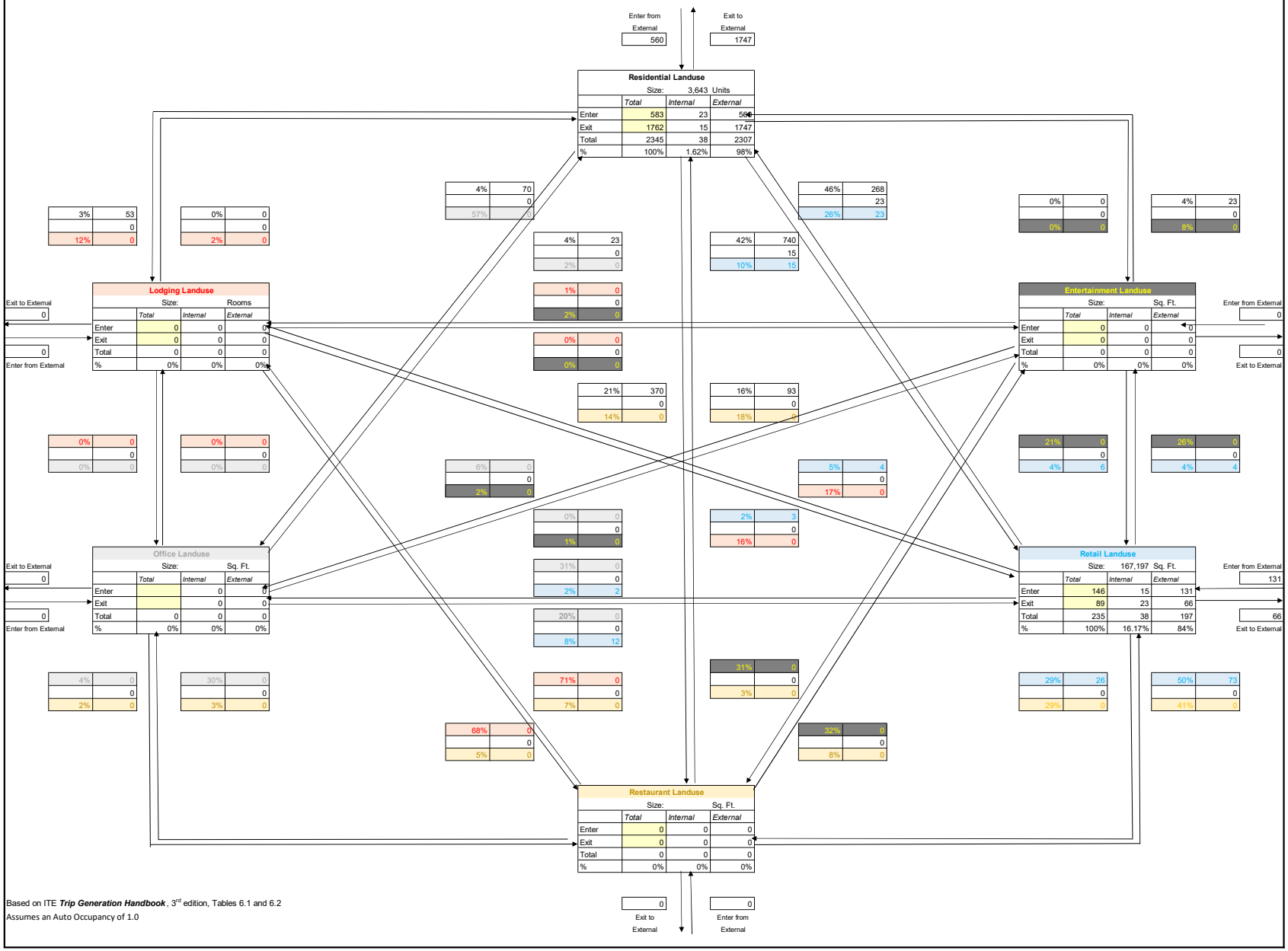
Phase II

Daily - 2032
Internal Capture Matrix



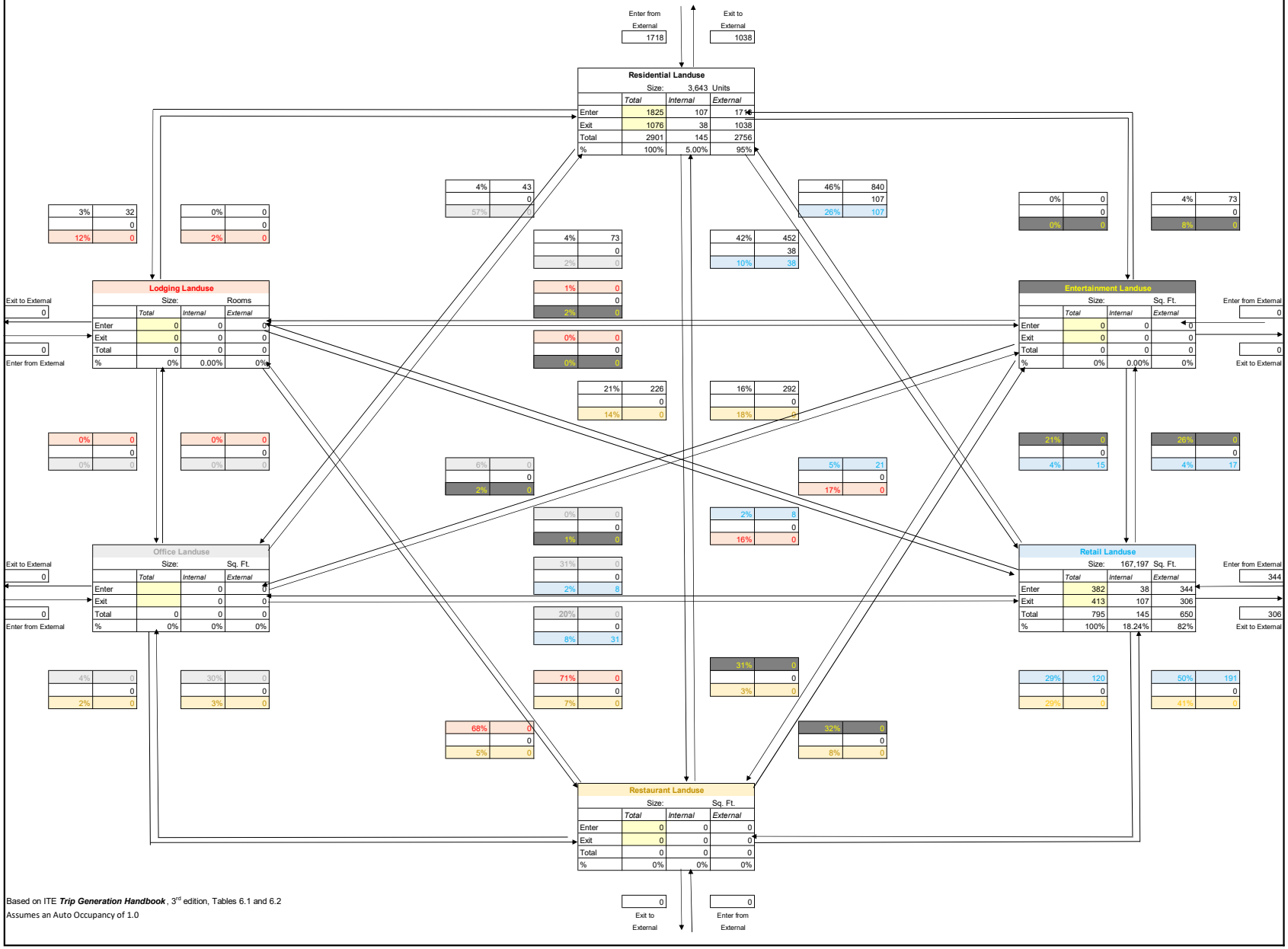
Phase II

AM Peak Hour - 2032
Internal Capture Matrix



Phase II

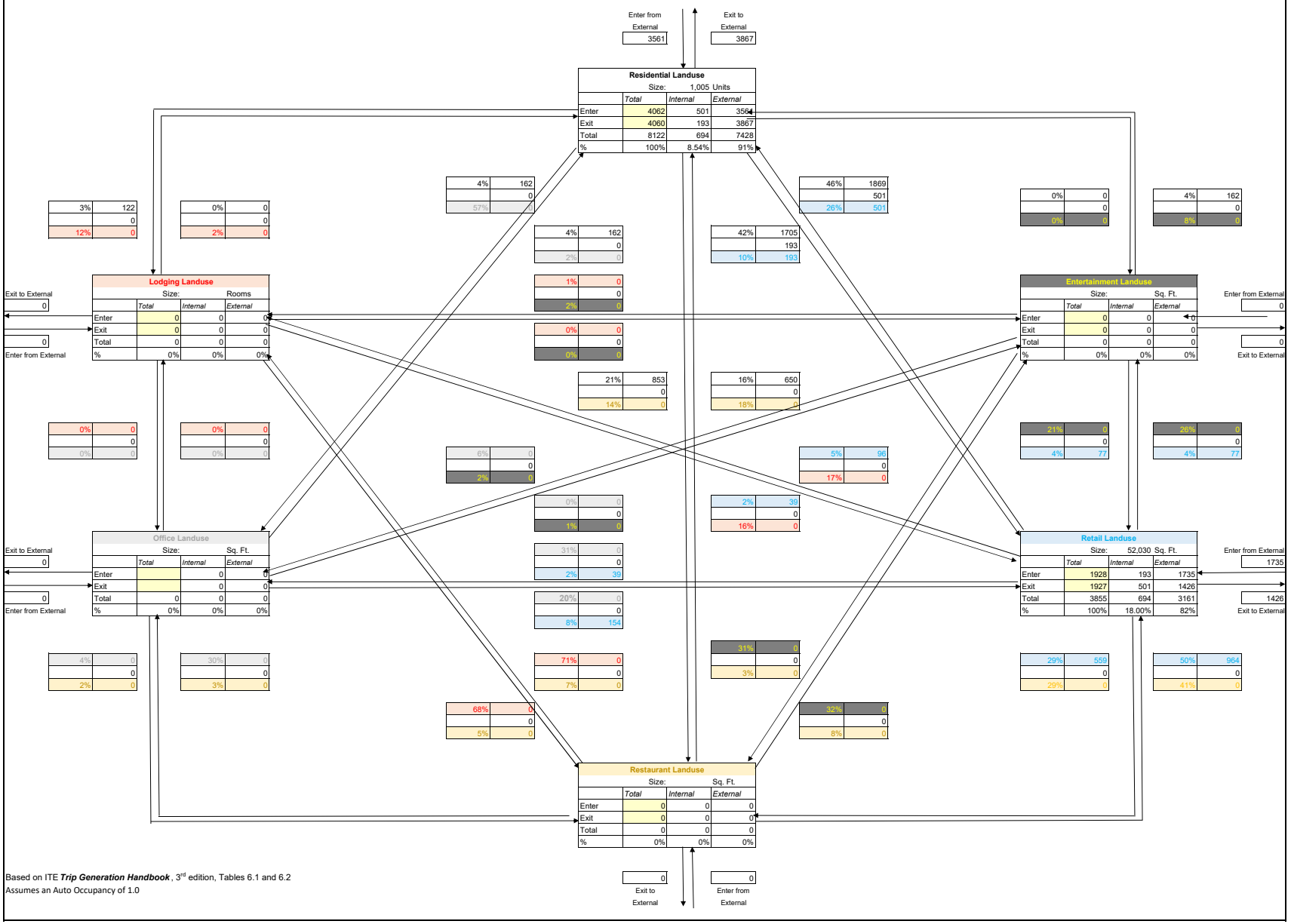
PM Peak Hour - 2032
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 27

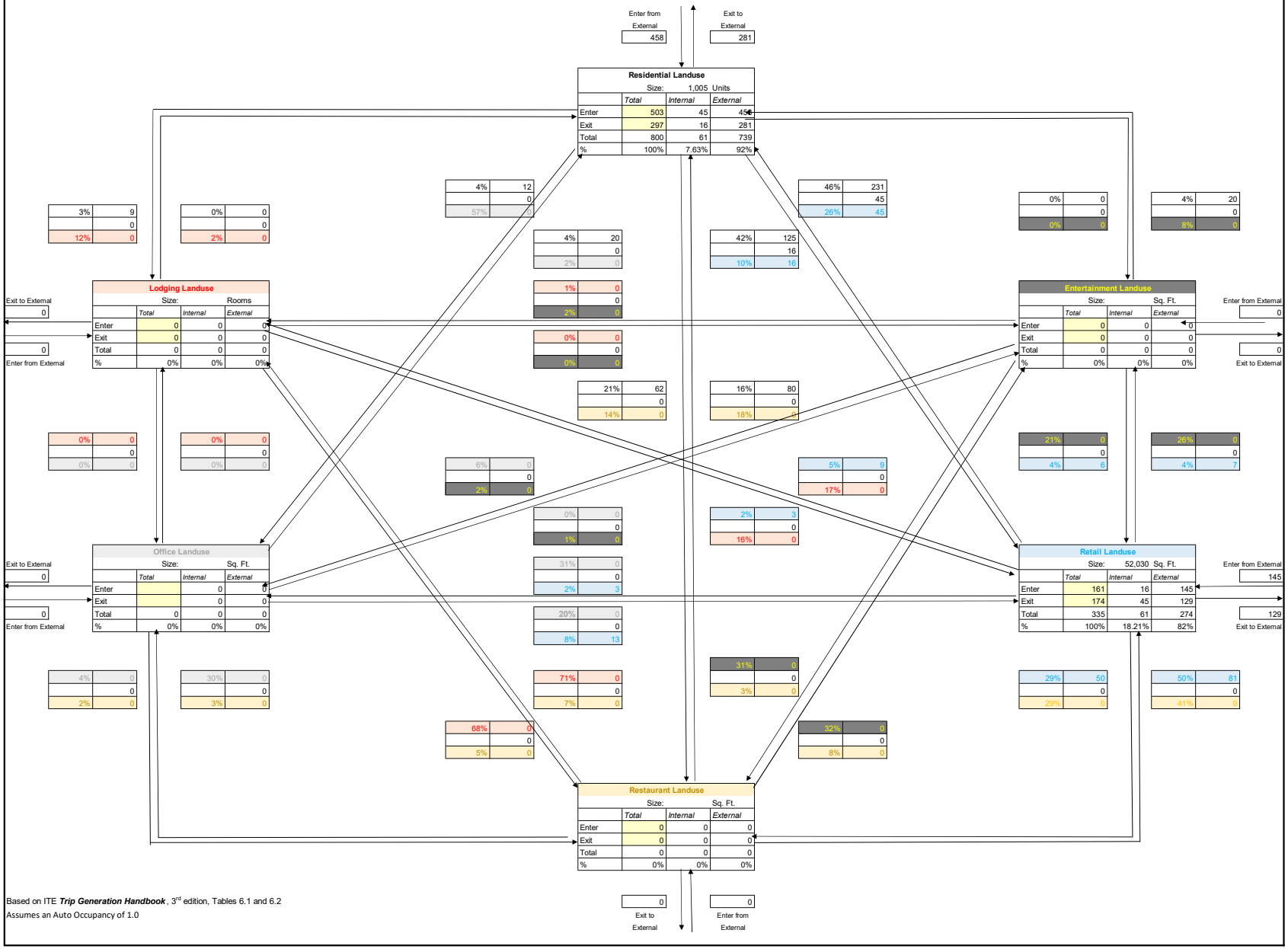
Daily - 2037
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

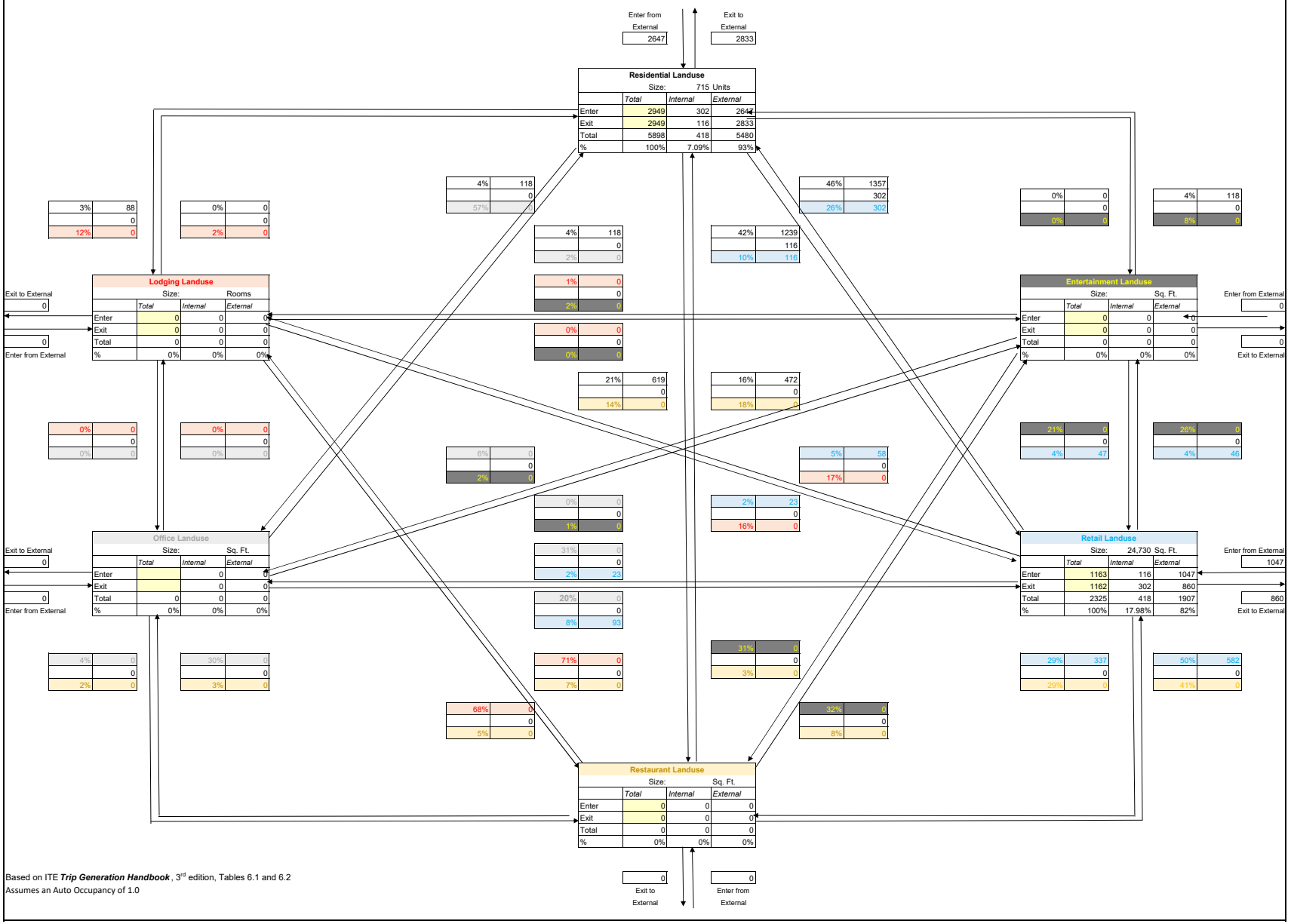
TAZ 27

PM Peak Hour - 2037
Internal Capture Matrix



TAZ 28

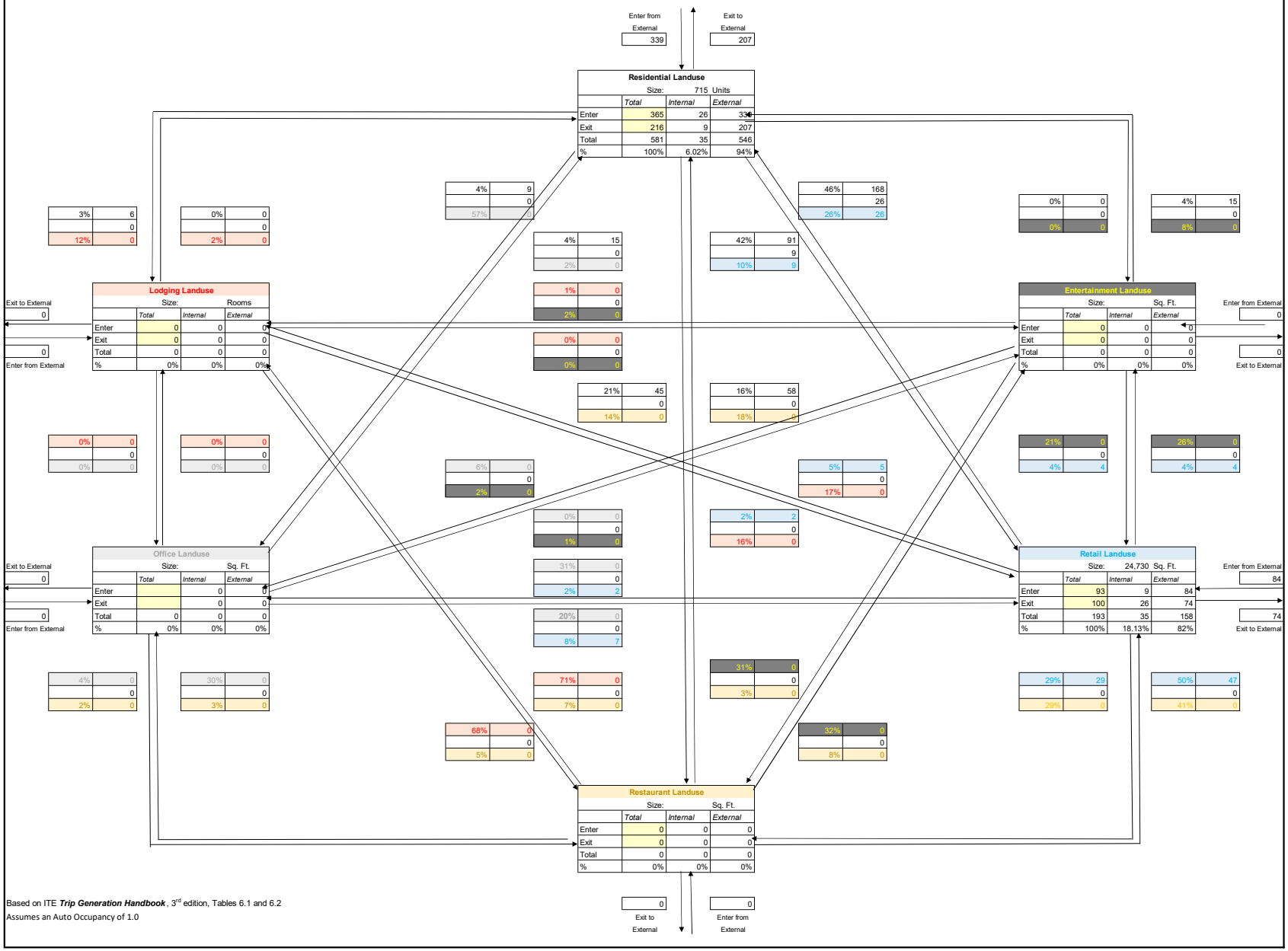
Daily - 2037
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

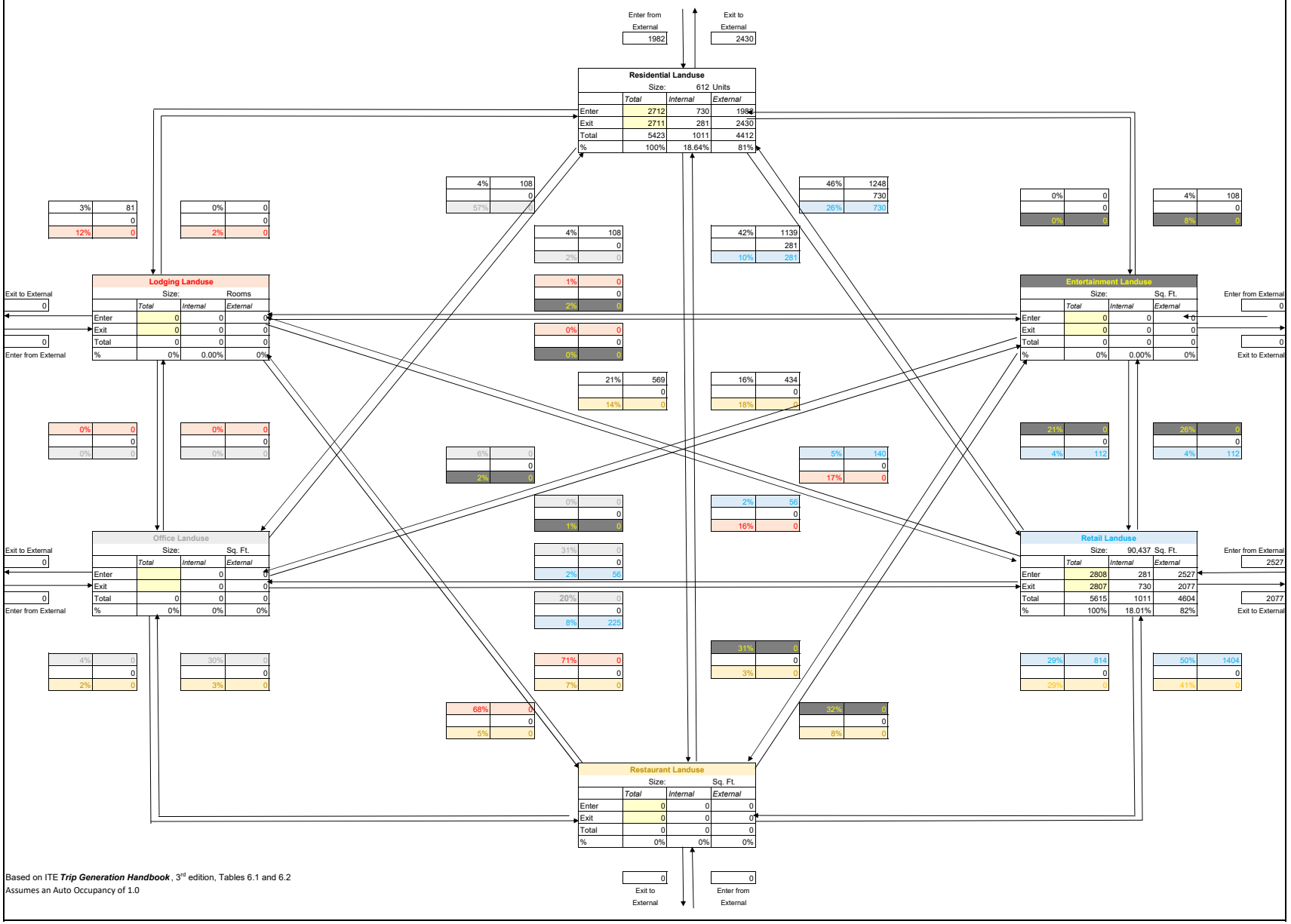
TAZ 28

PM Peak Hour - 2037
Internal Capture Matrix



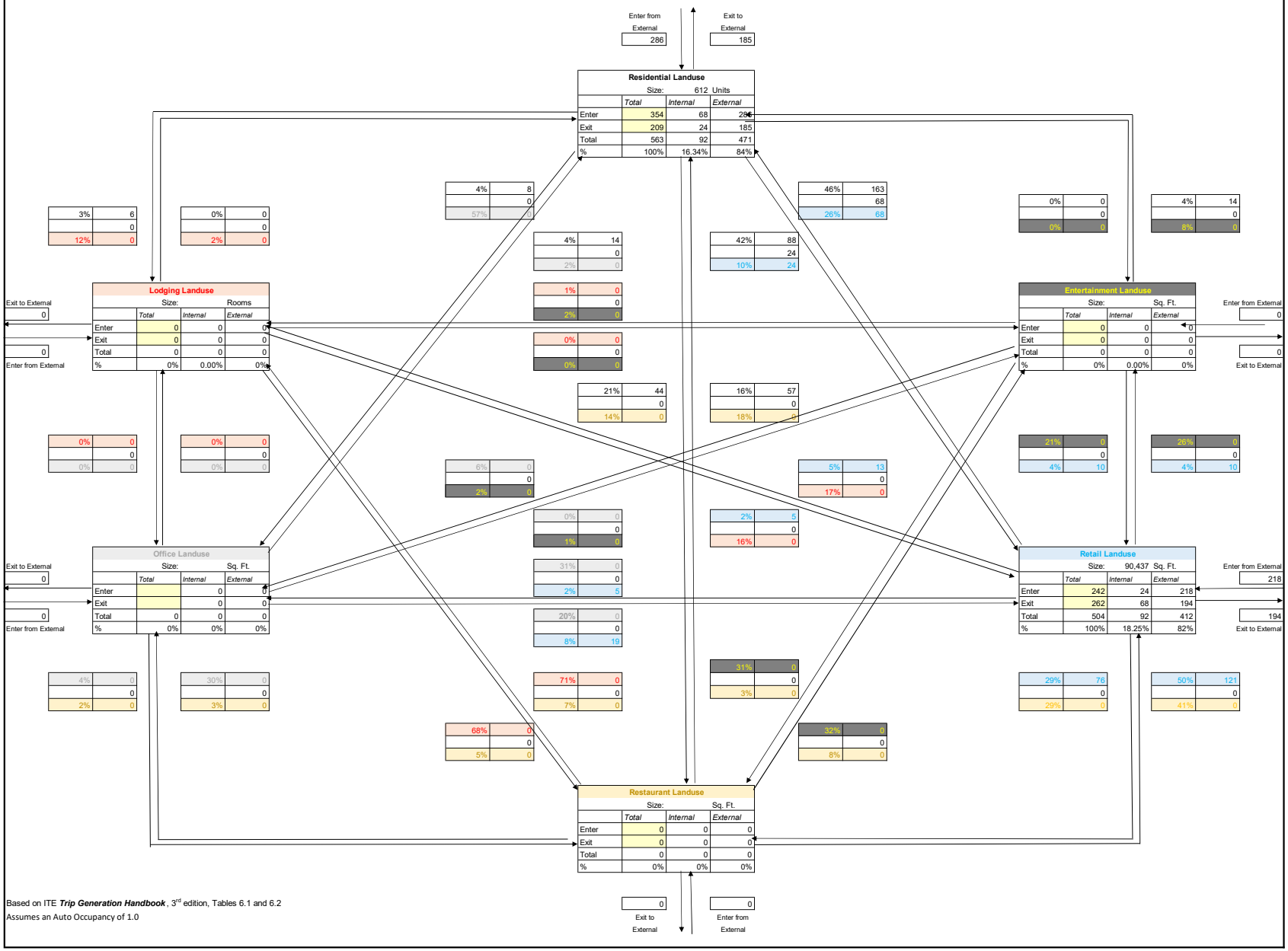
TAZ 31

Daily - 2037
Internal Capture Matrix



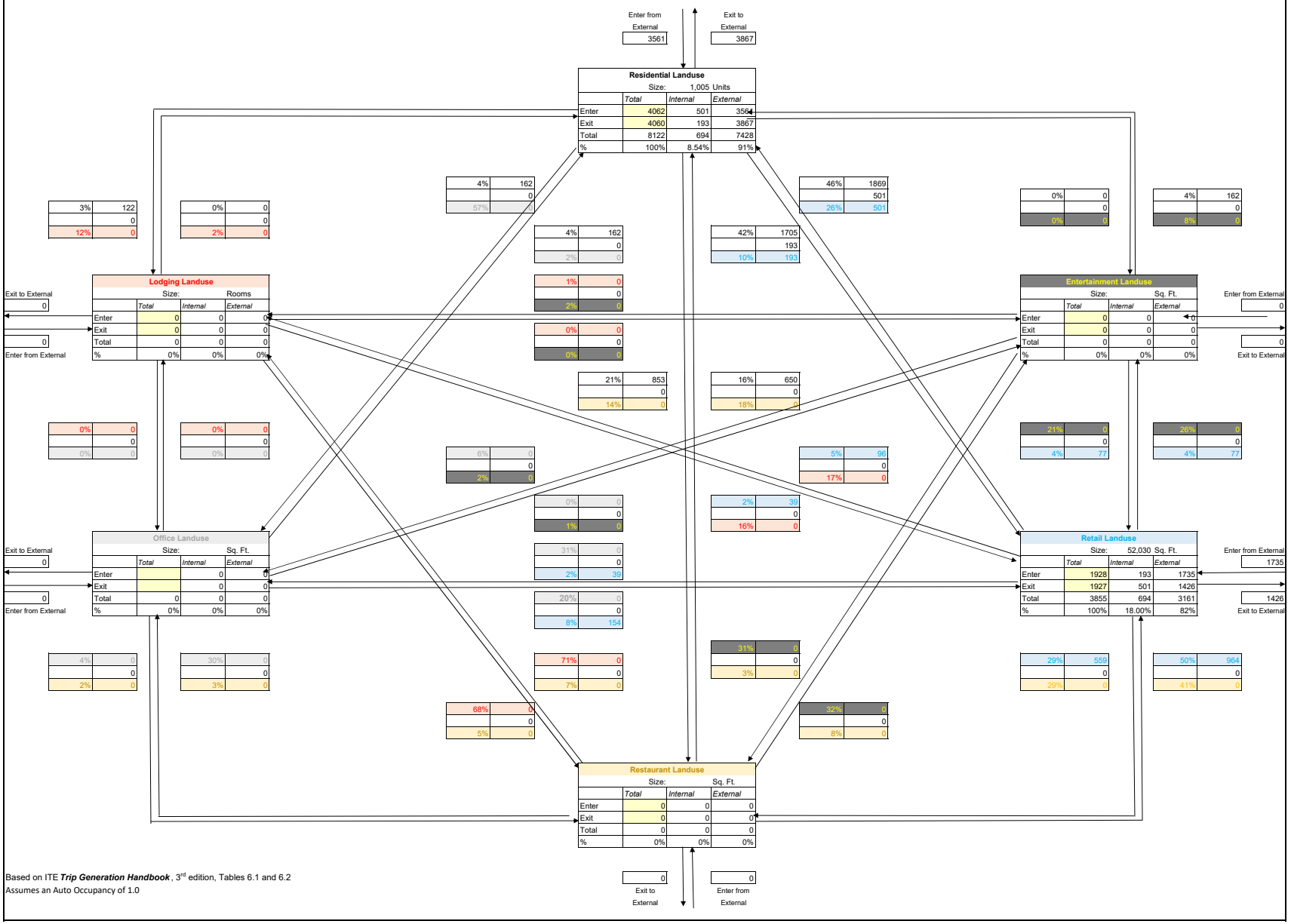
TAZ 31

PM Peak Hour - 2037
Internal Capture Matrix



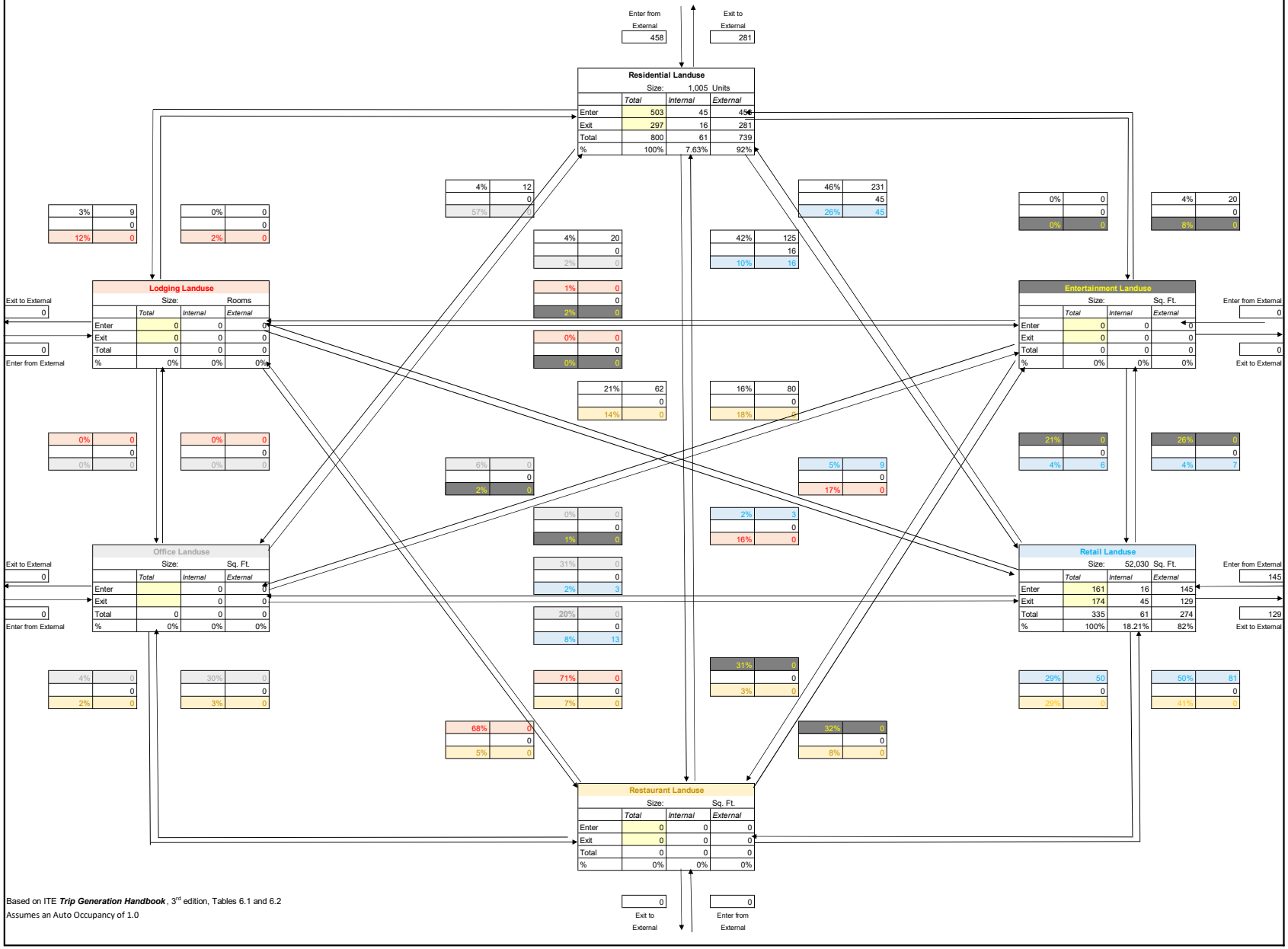
TAZ 27

Daily - 2042
Internal Capture Matrix



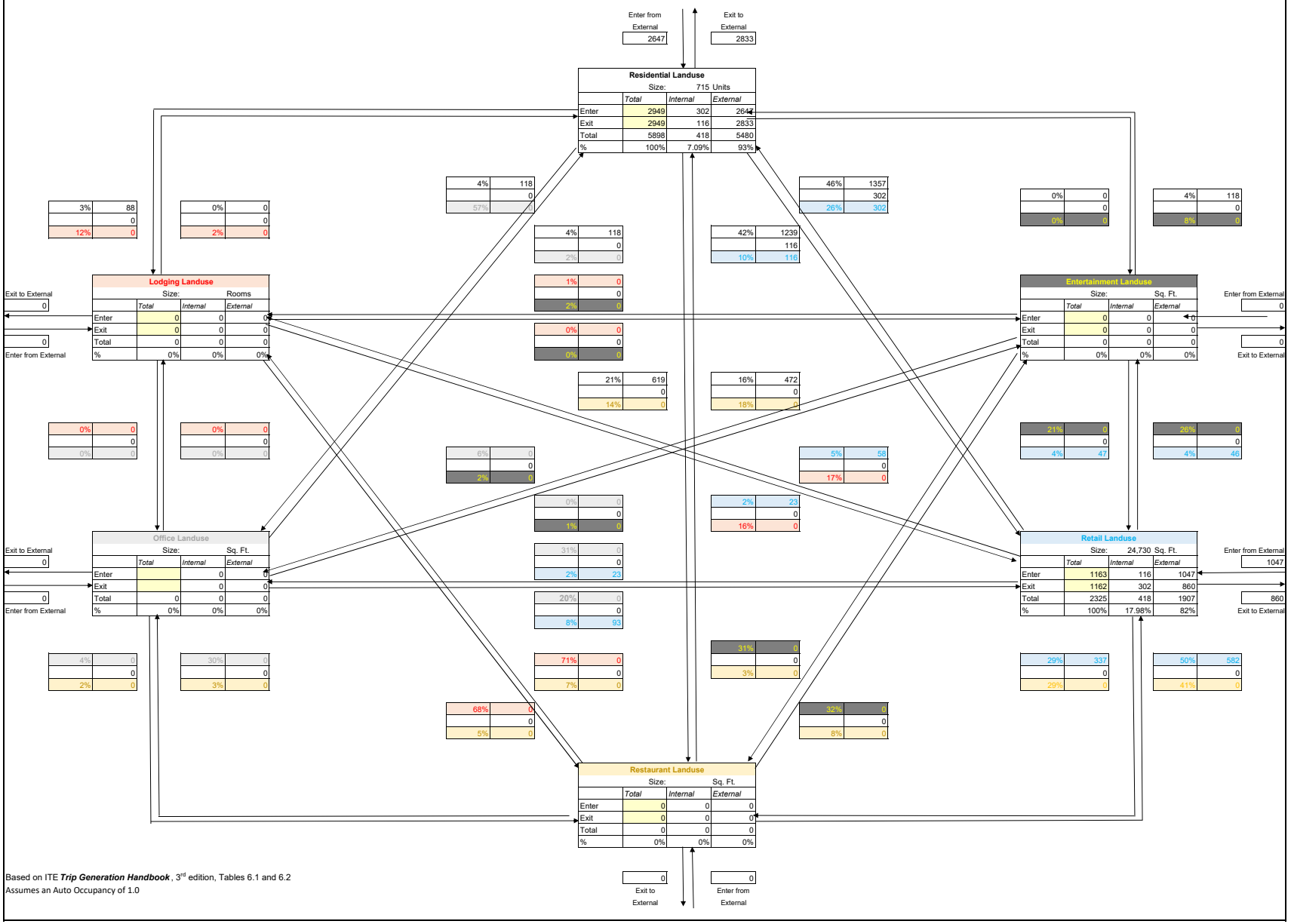
TAZ 27

PM Peak Hour - 2042
Internal Capture Matrix



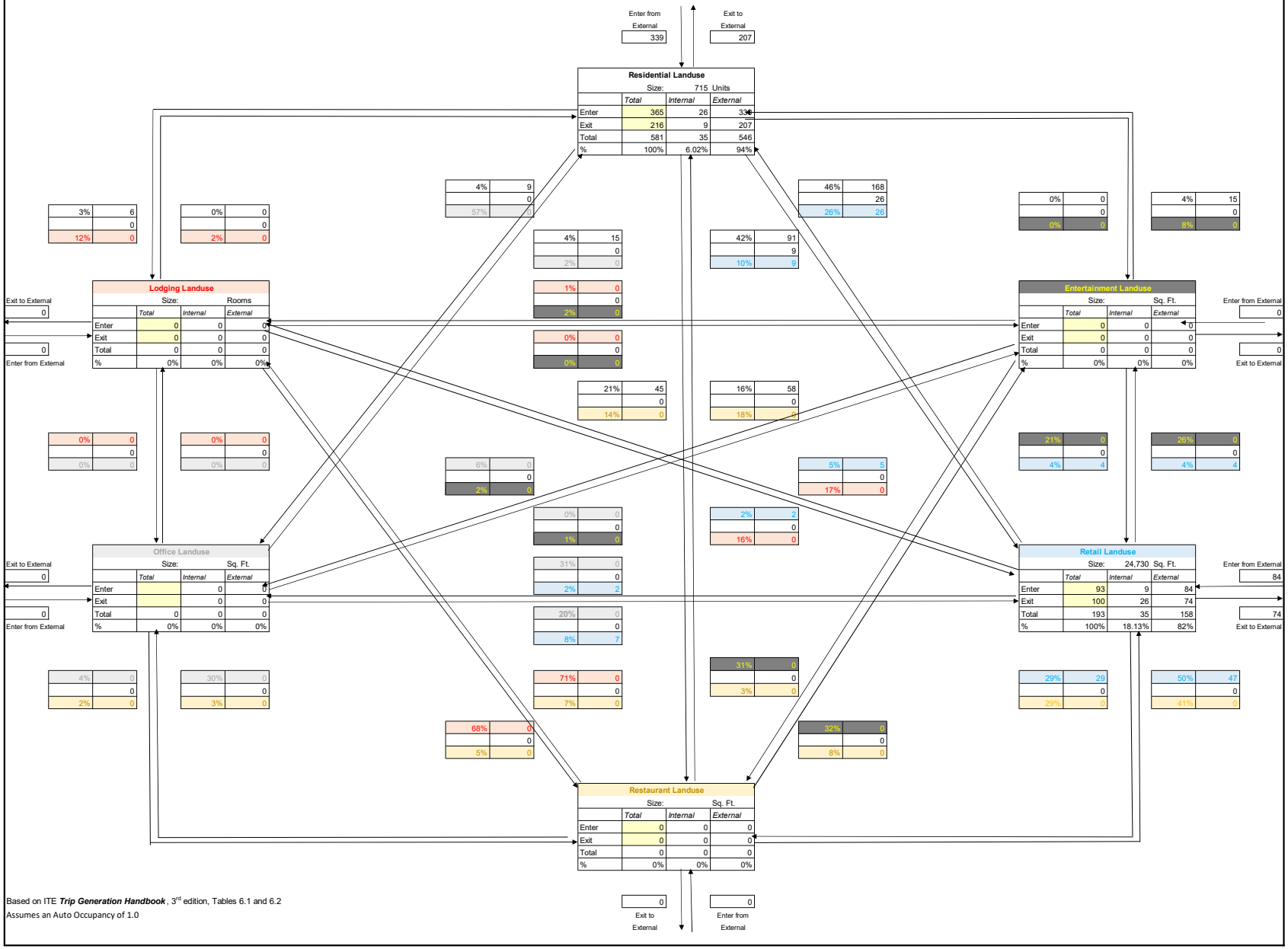
TAZ 28

Daily - 2042
Internal Capture Matrix



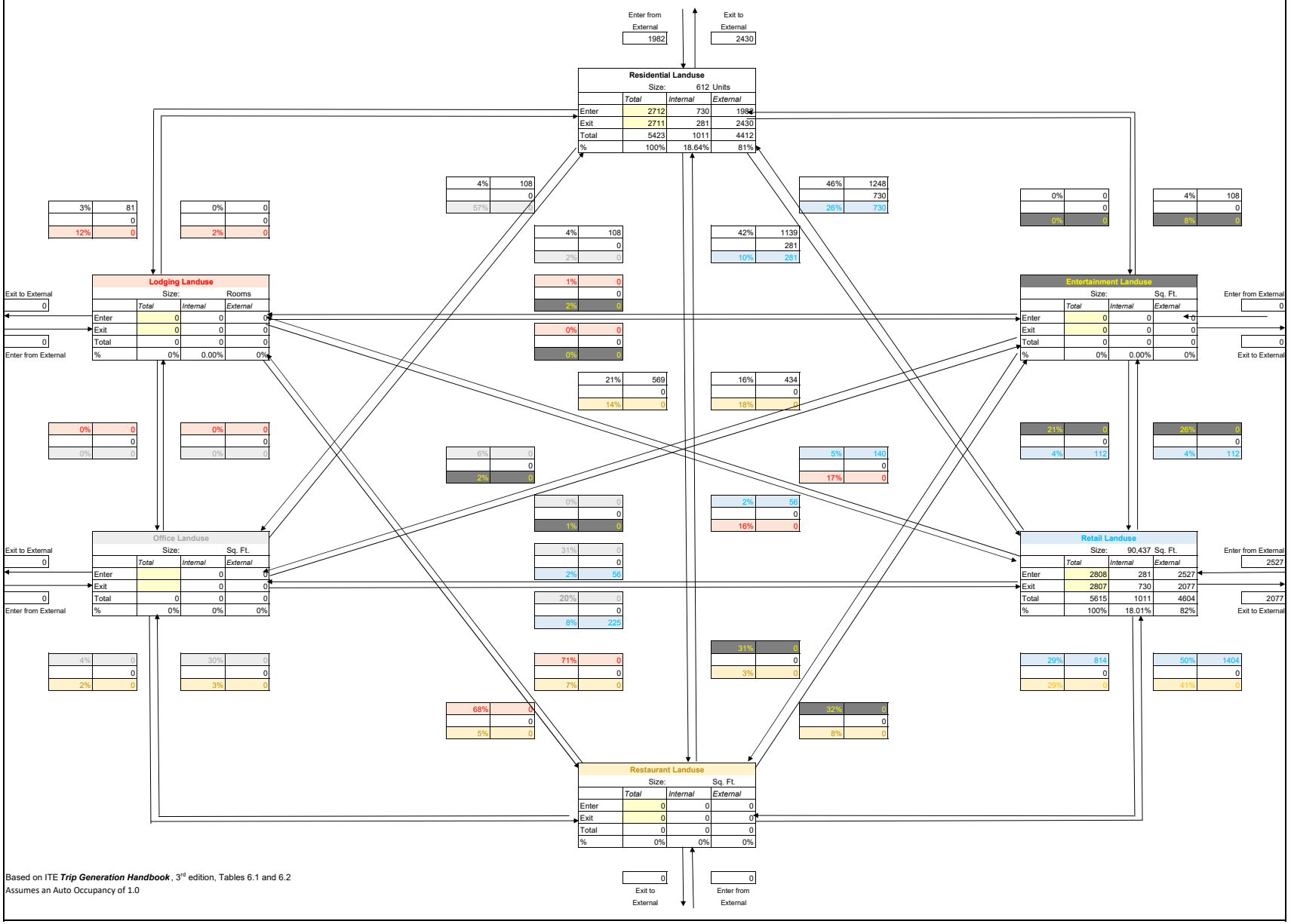
TAZ 28

PM Peak Hour - 2042
Internal Capture Matrix



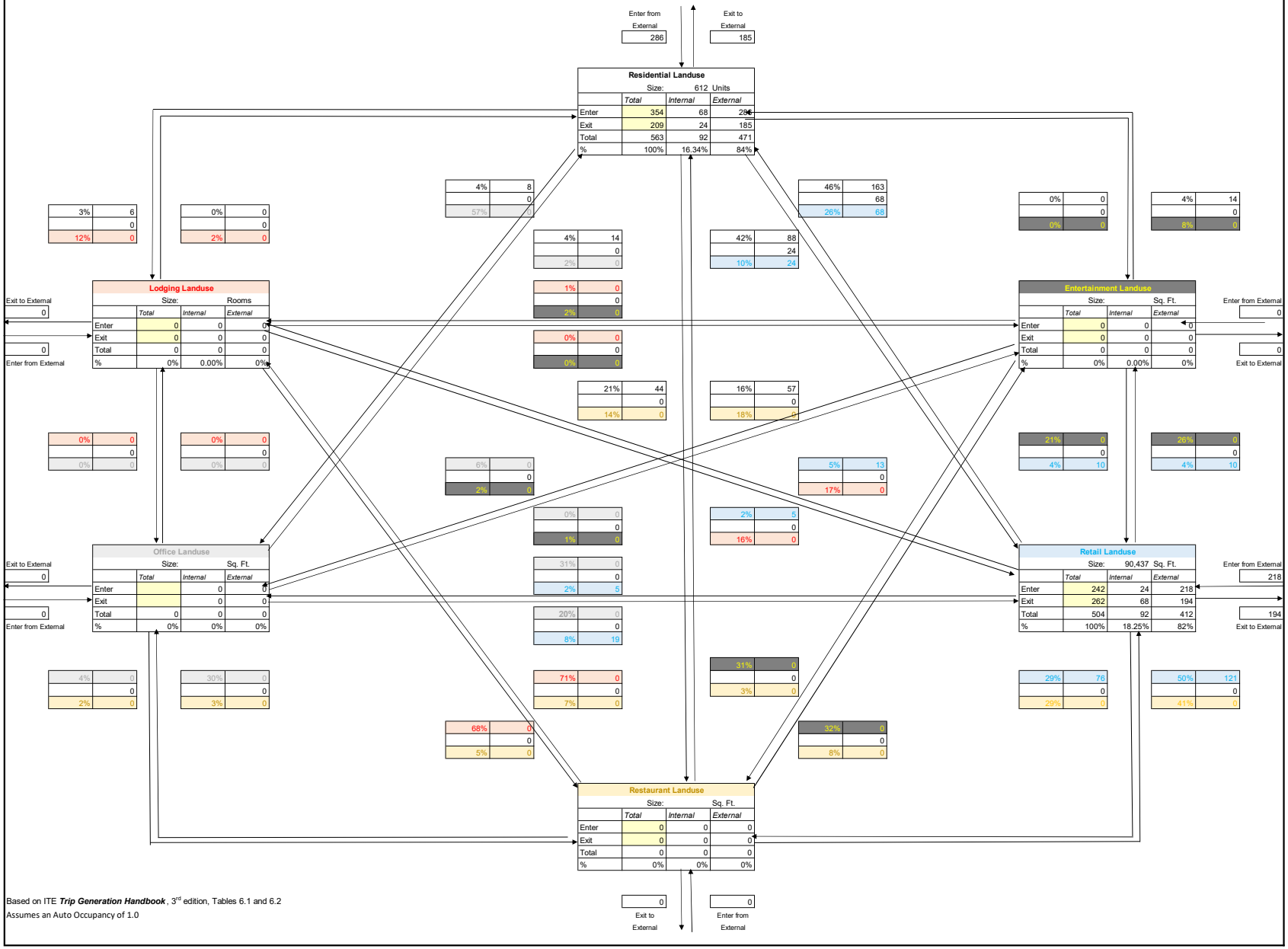
TAZ 31

Daily - 2042
Internal Capture Matrix



TAZ 31

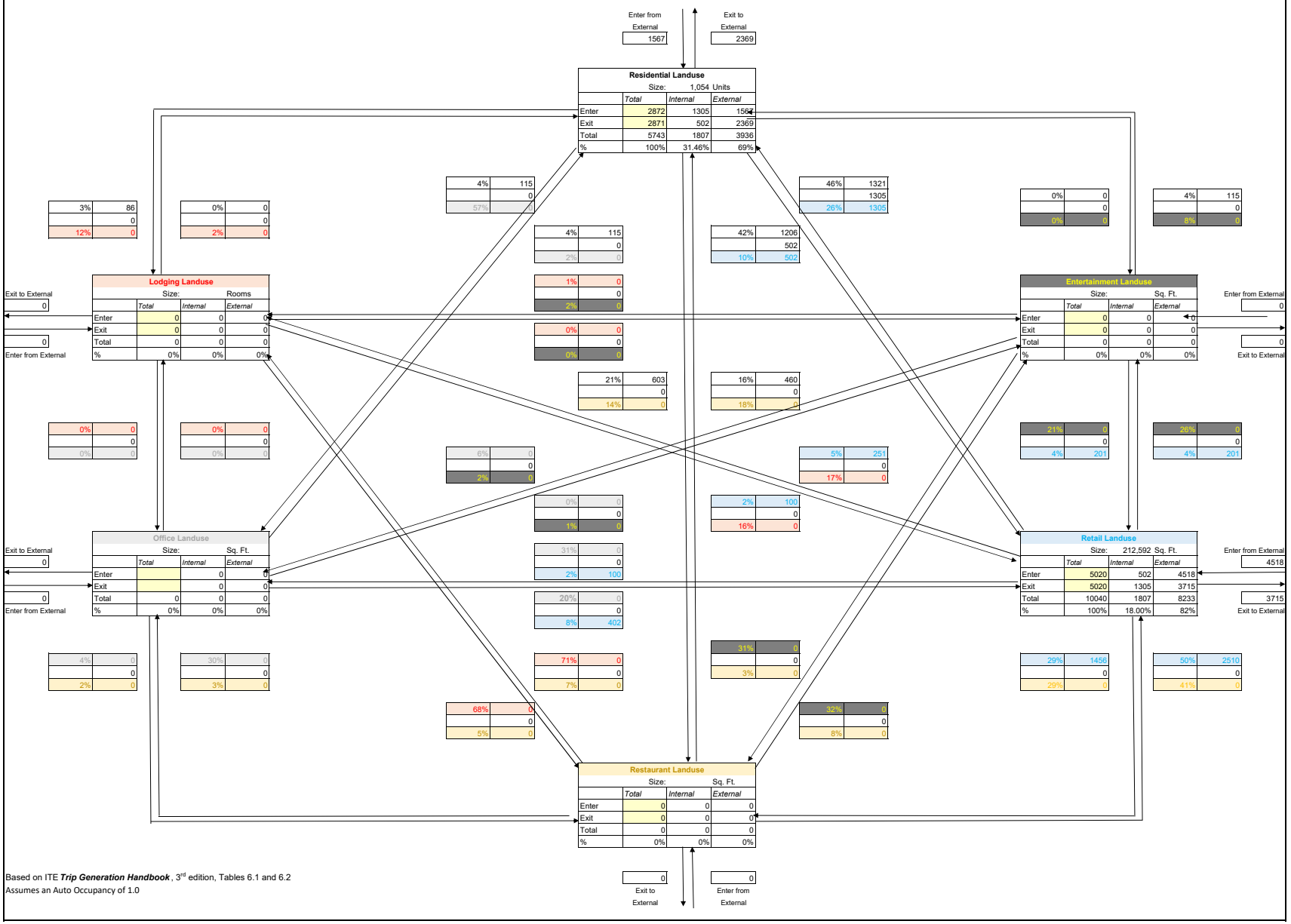
PM Peak Hour - 2042
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 93

Daily - 2042
Internal Capture Matrix



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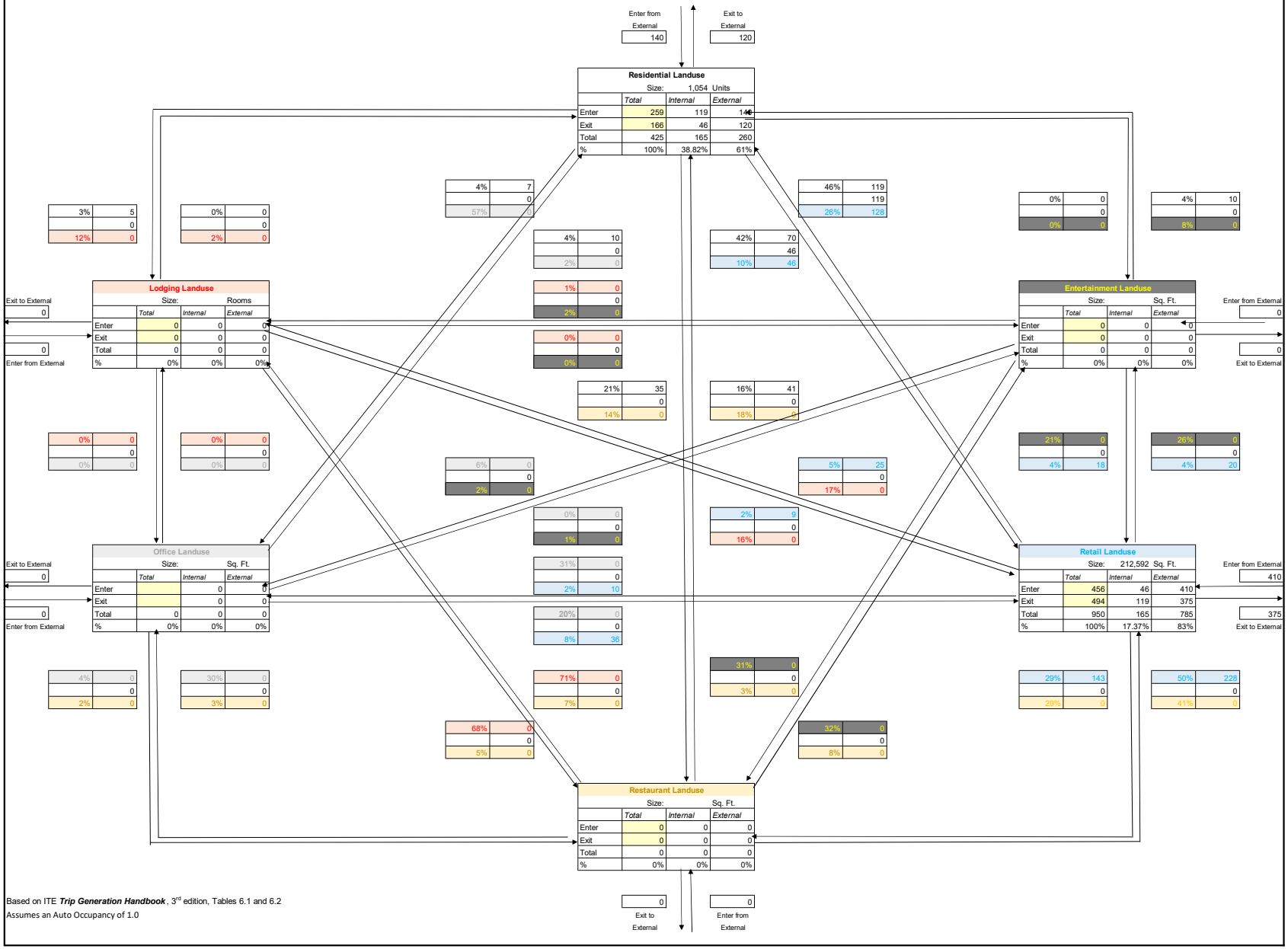
Assumes an Auto Occupancy of 1.0

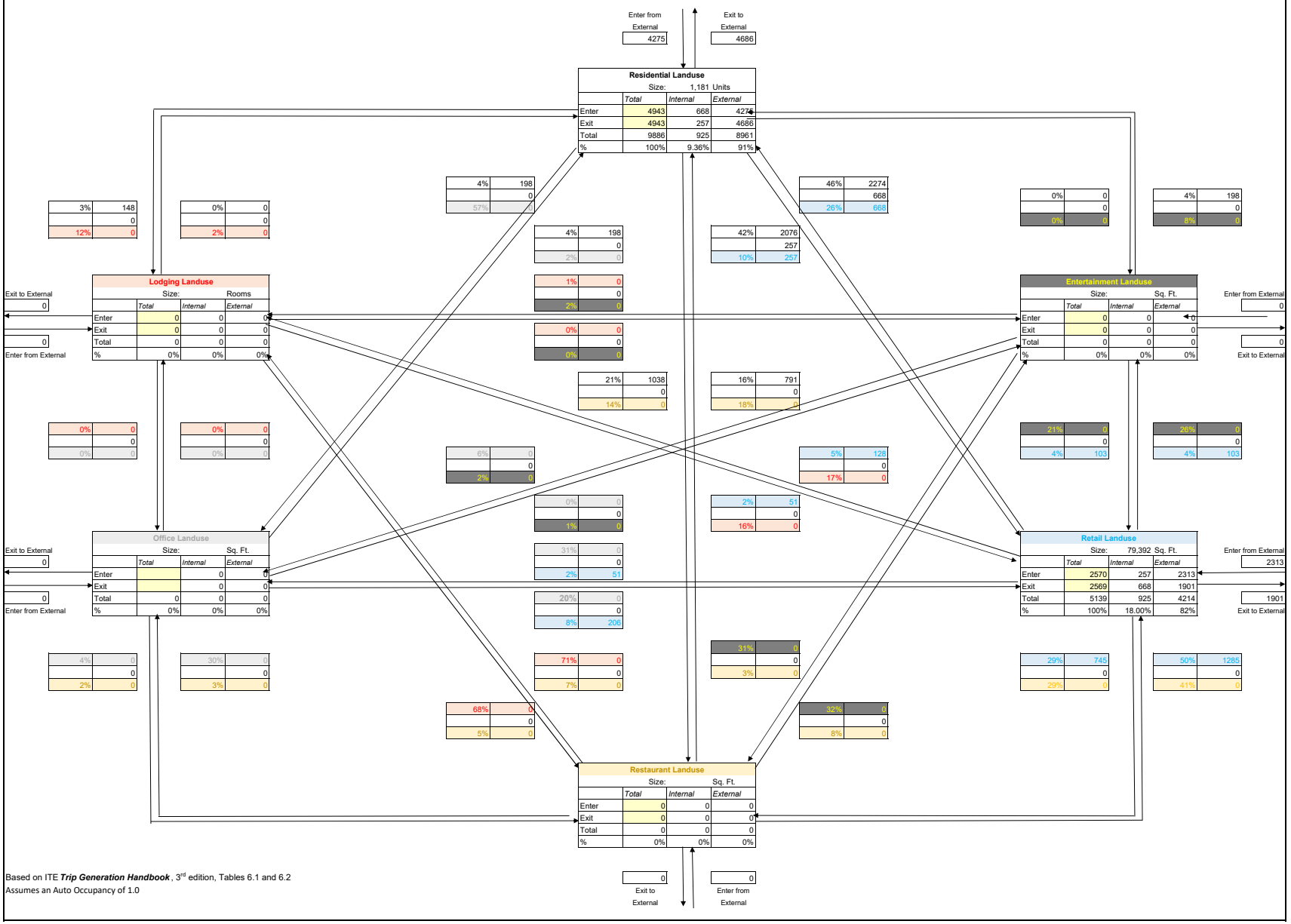
TAZ 93

PM Peak Hour - 2042
Internal Capture Matrix



TAZ 94

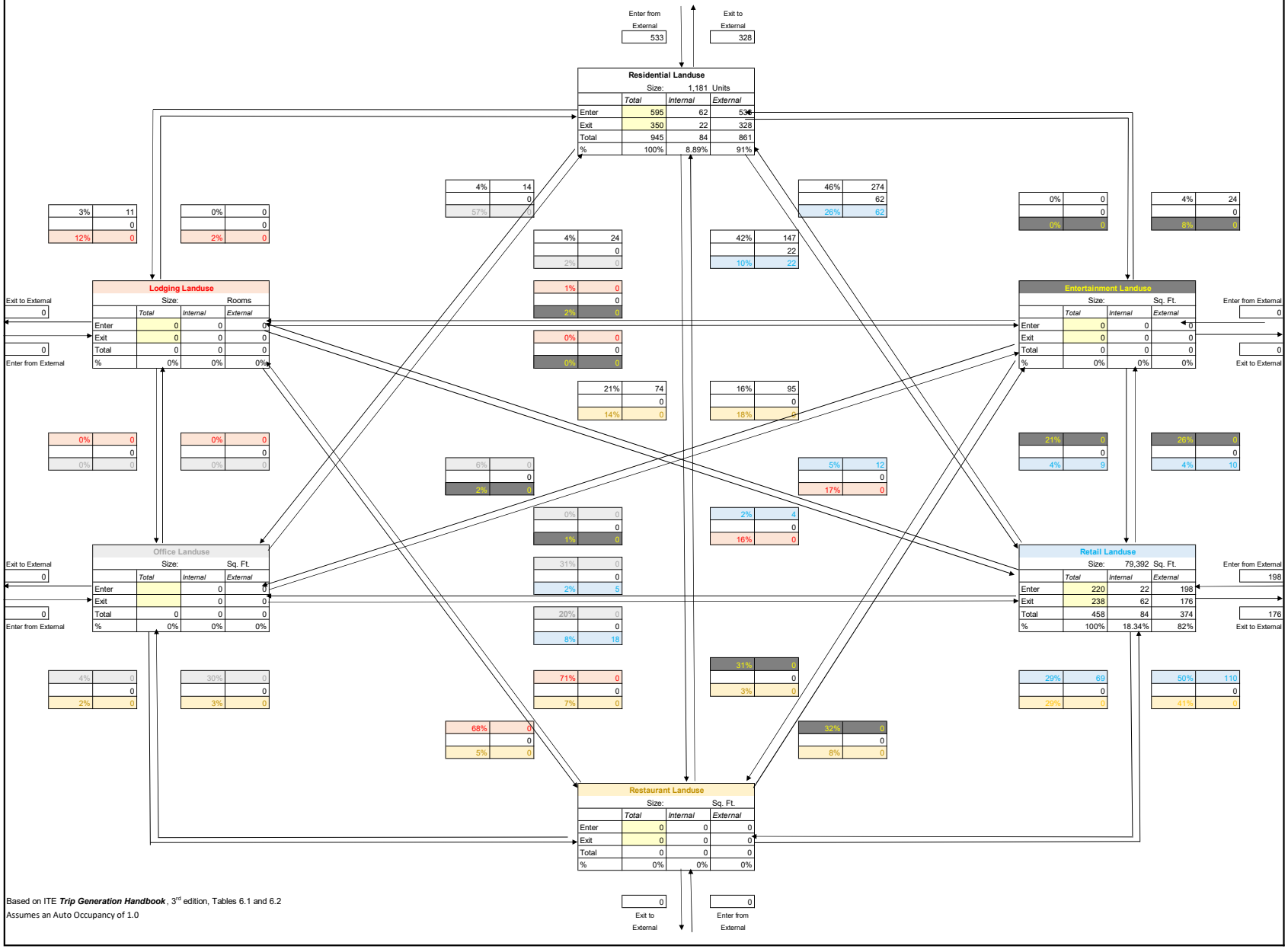
Daily - 2042
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

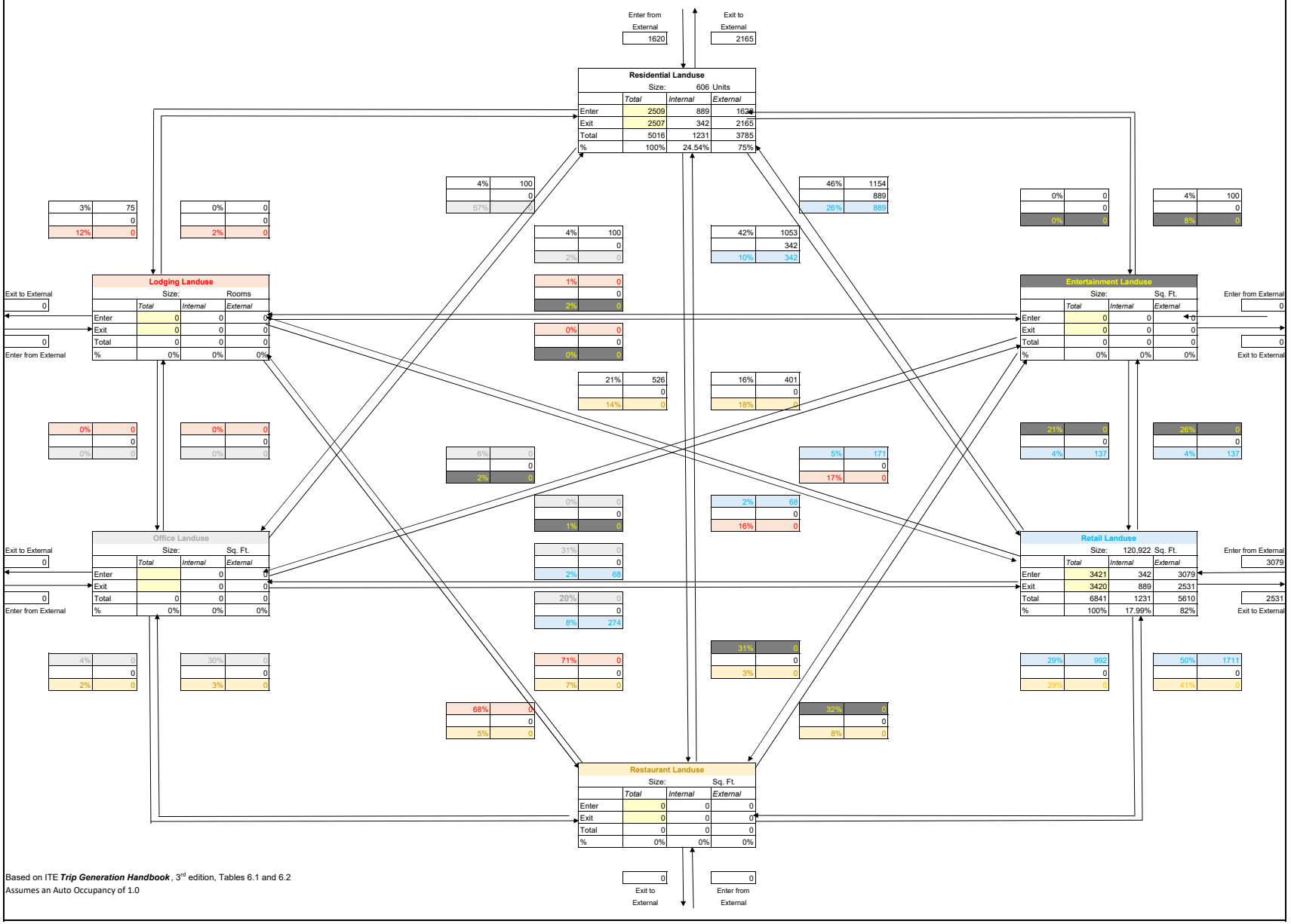
TAZ 94

PM Peak Hour - 2042
Internal Capture Matrix



TAZ 97

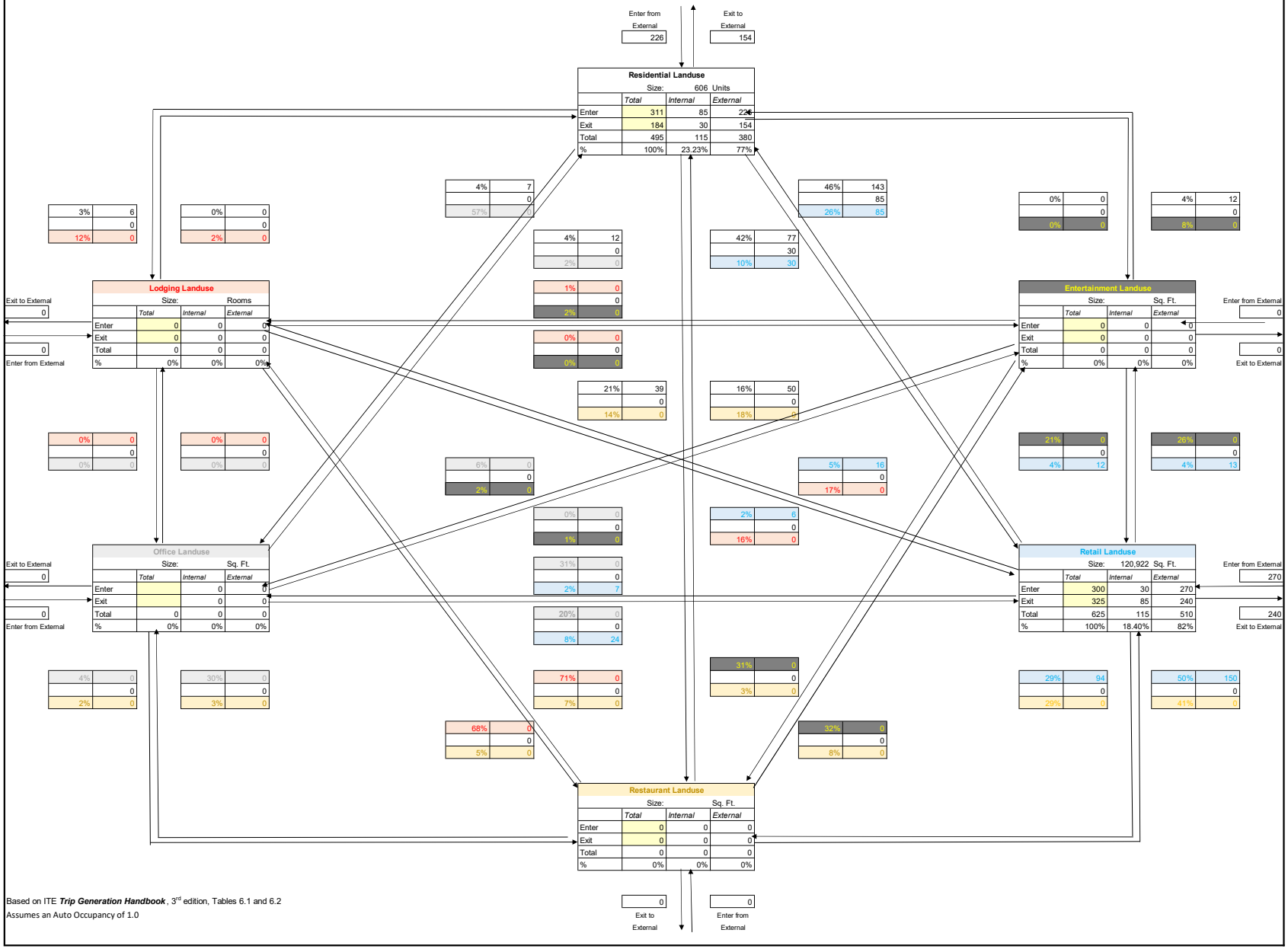
Daily - 2042
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

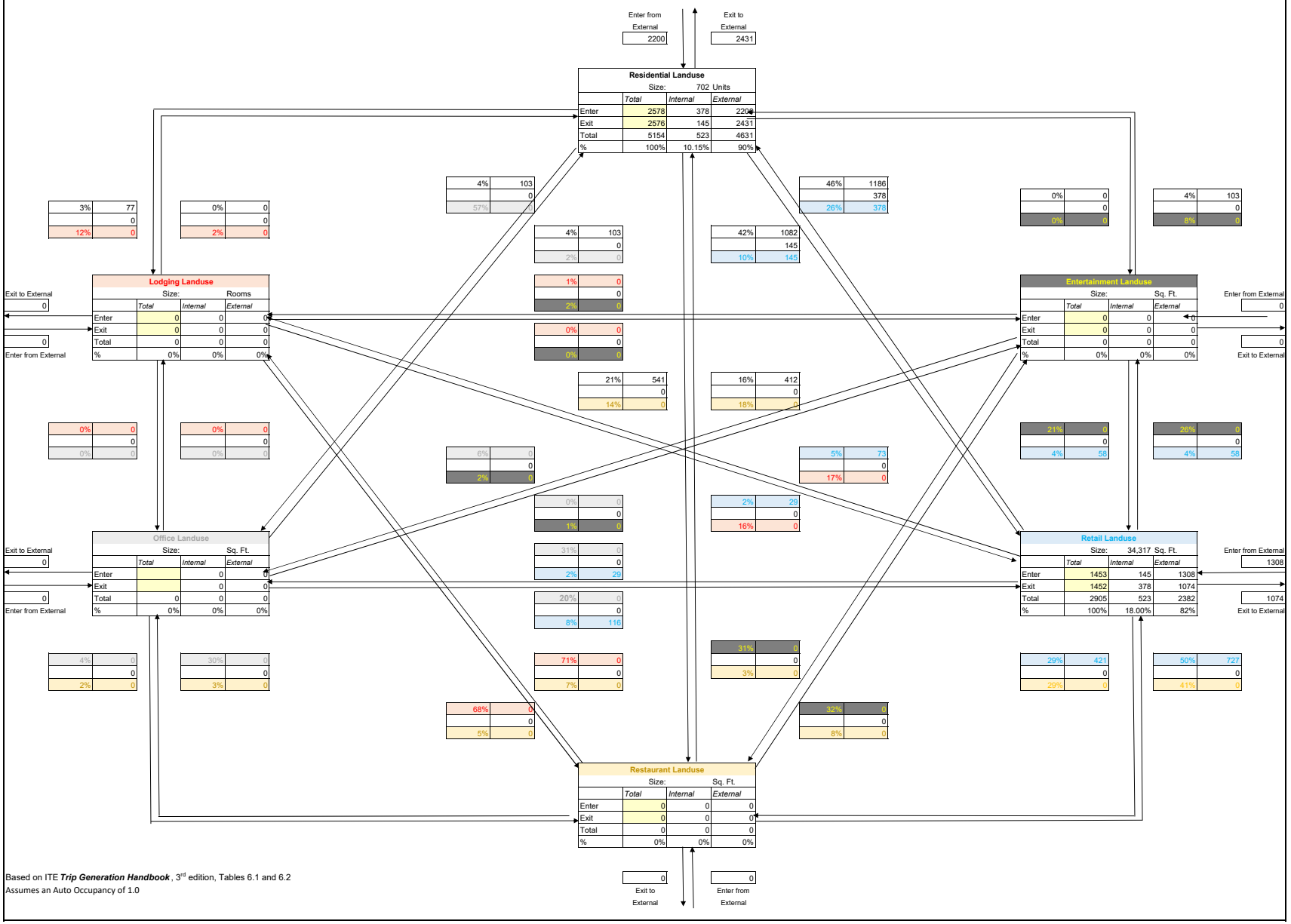
TAZ 97

PM Peak Hour - 2042
Internal Capture Matrix



TAZ 128

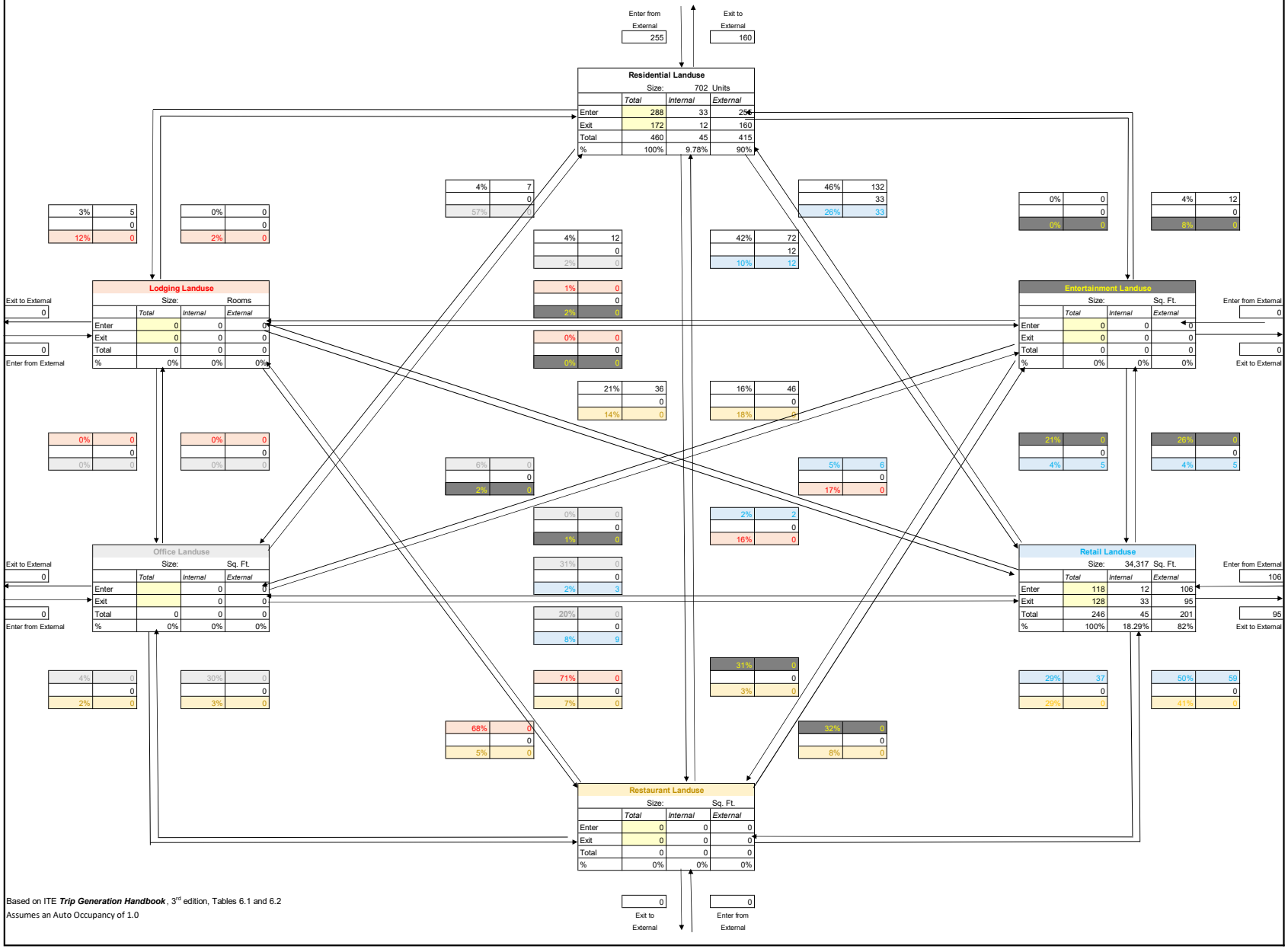
Daily - 2042
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 128

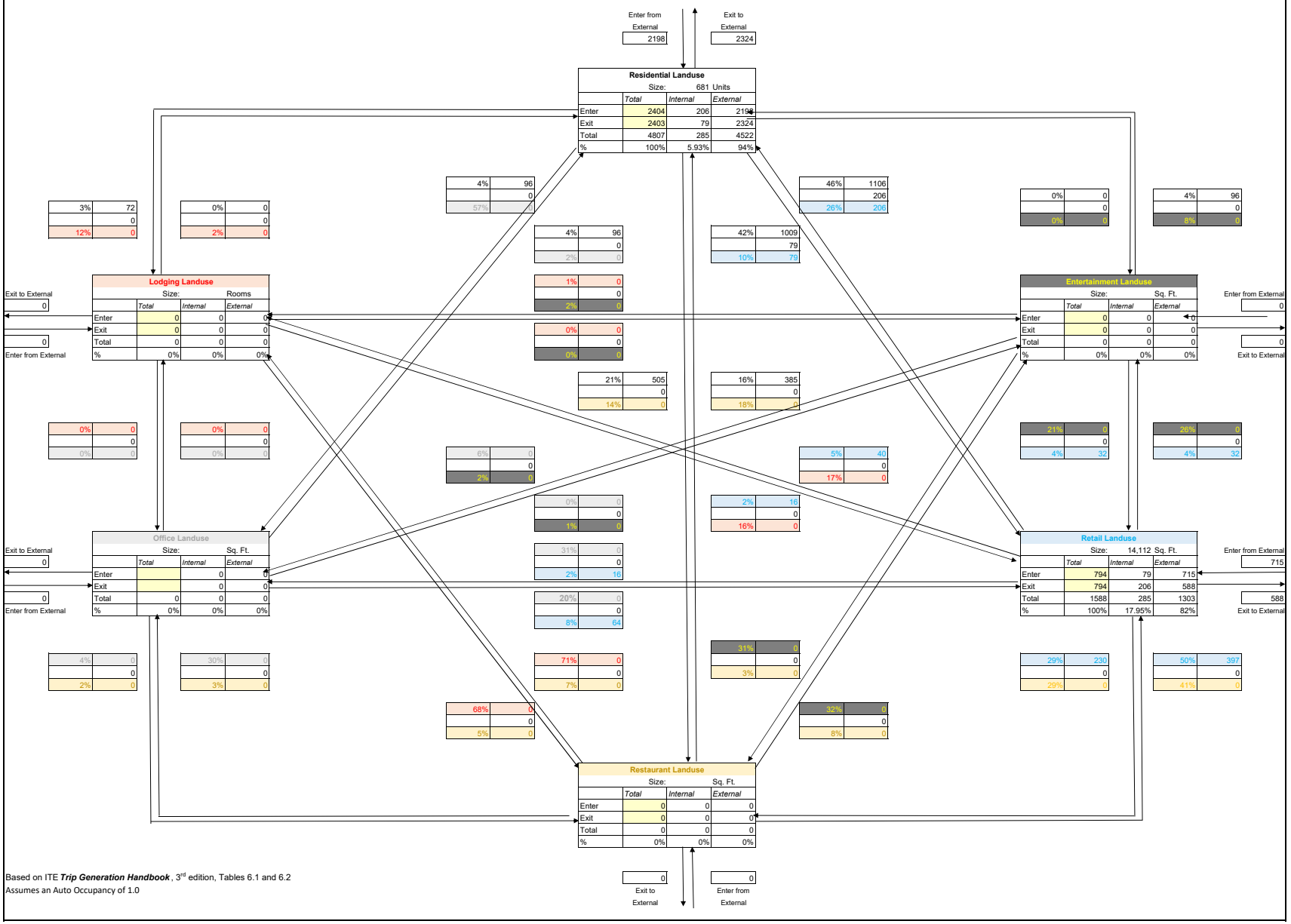
PM Peak Hour - 2042
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 129

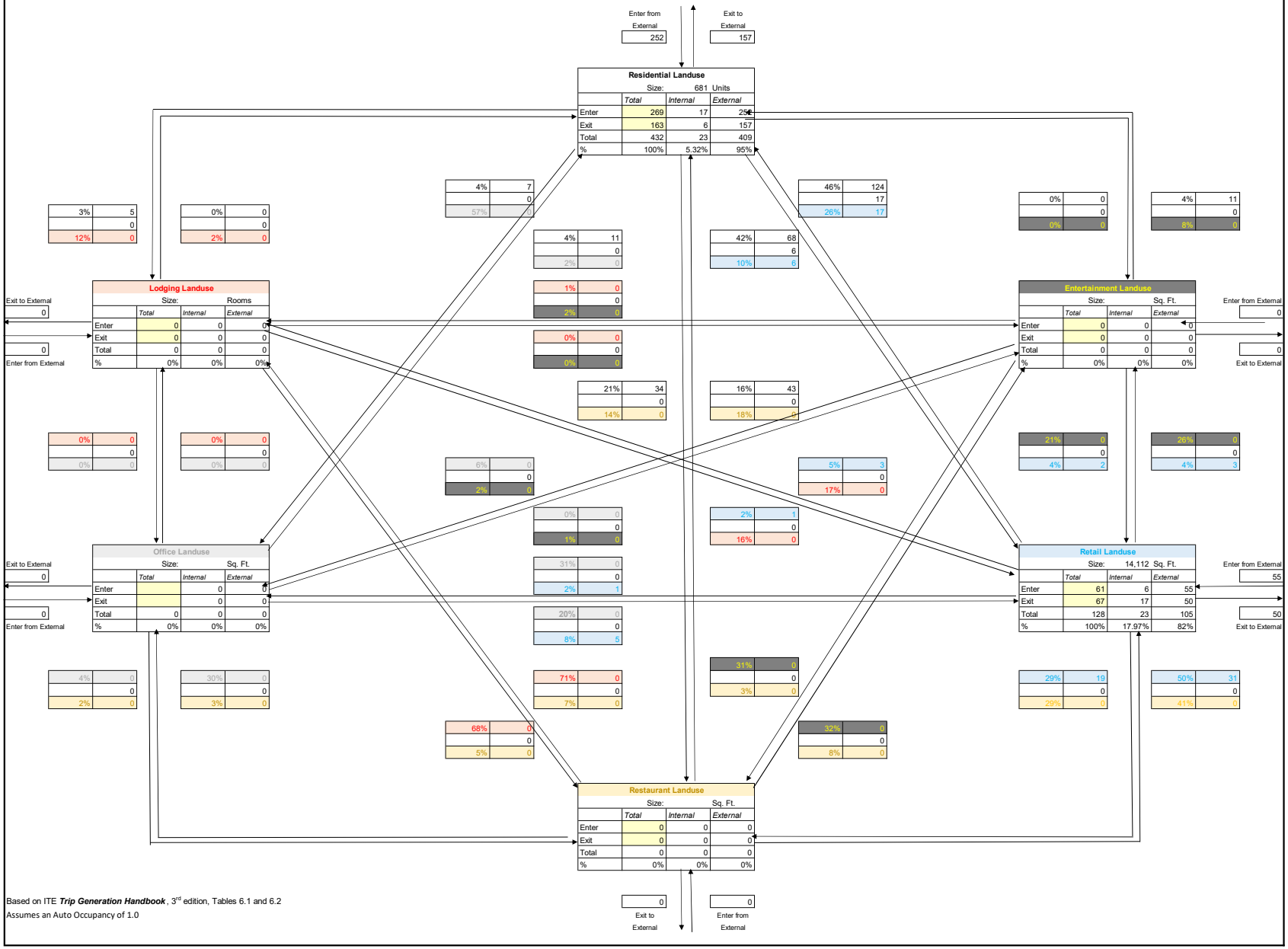
Daily - 2042
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

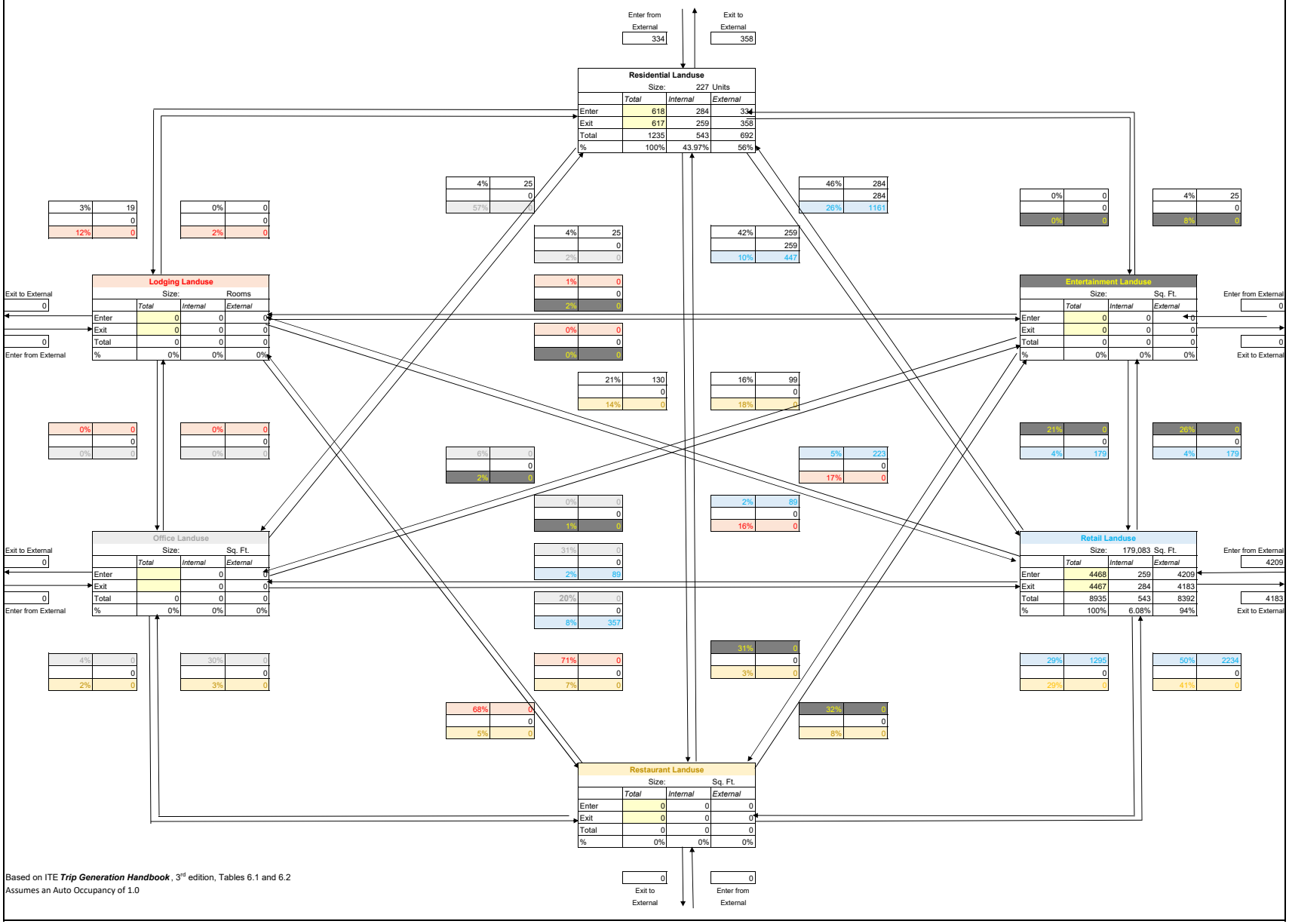
TAZ 129

PM Peak Hour - 2042
Internal Capture Matrix



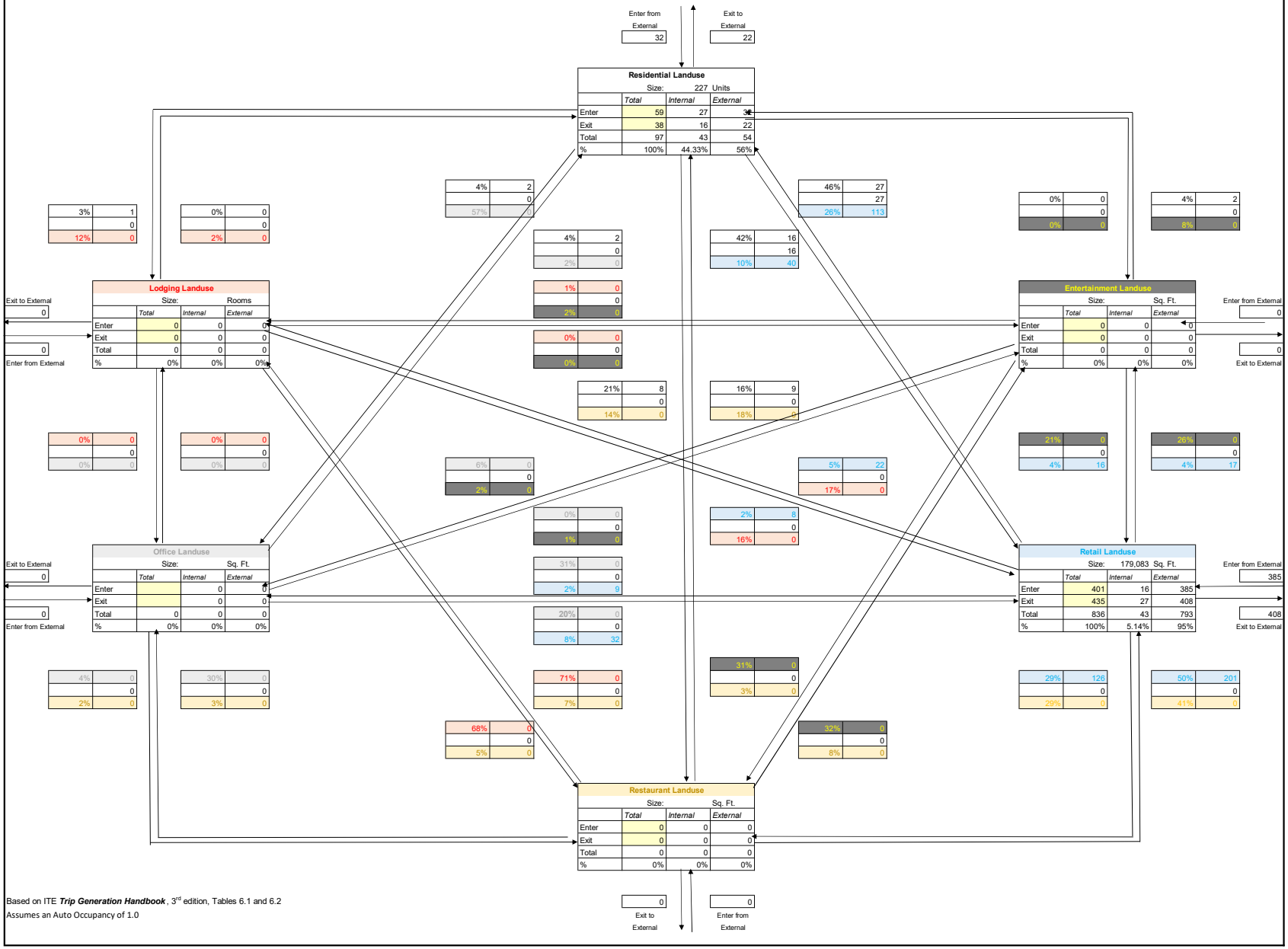
TAZ 130

Daily - 2042
Internal Capture Matrix



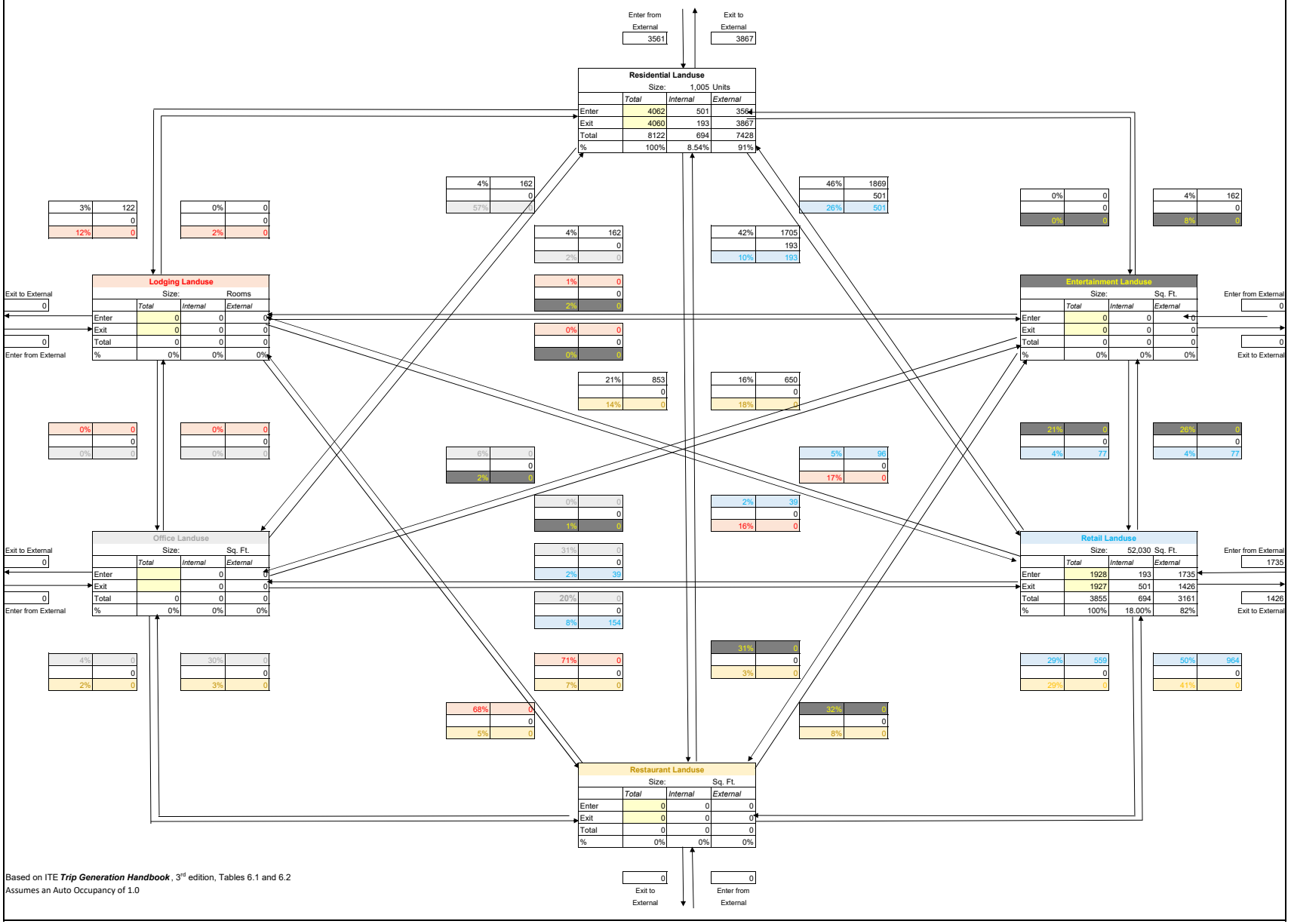
TAZ 130

PM Peak Hour - 2042
Internal Capture Matrix



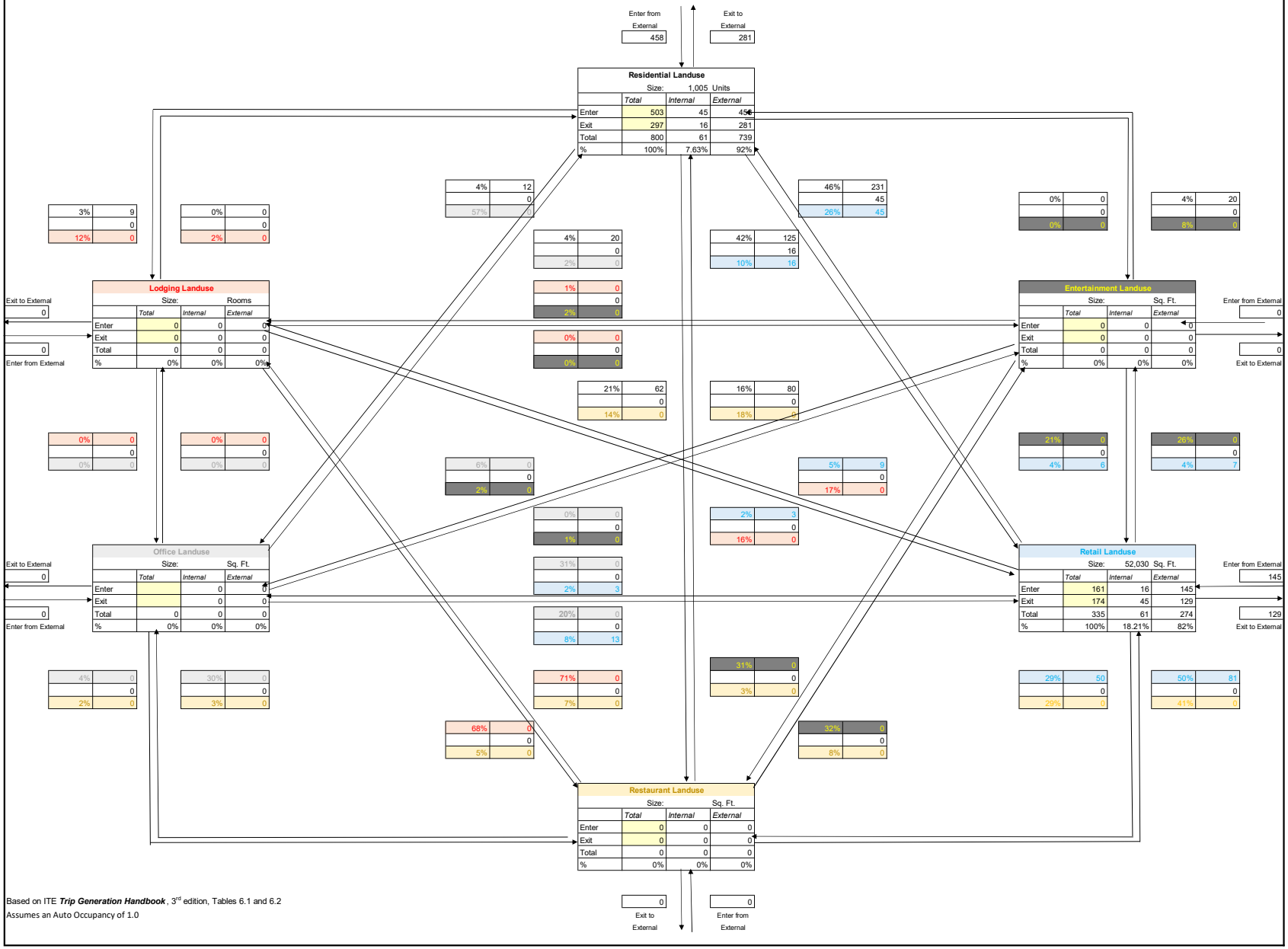
TAZ 27

Daily - 2047
Internal Capture Matrix



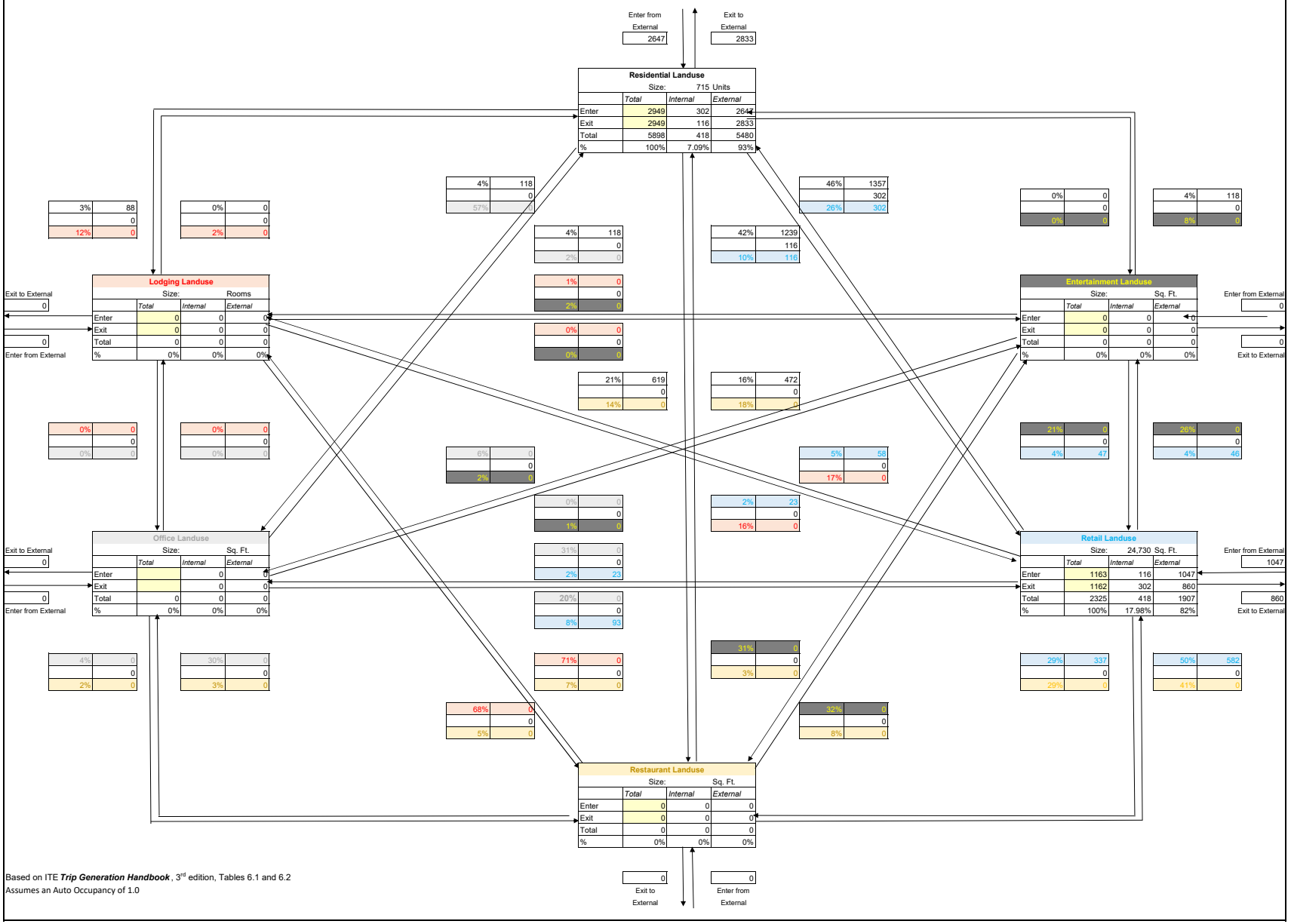
TAZ 27

PM Peak Hour - 2047
Internal Capture Matrix



TAZ 28

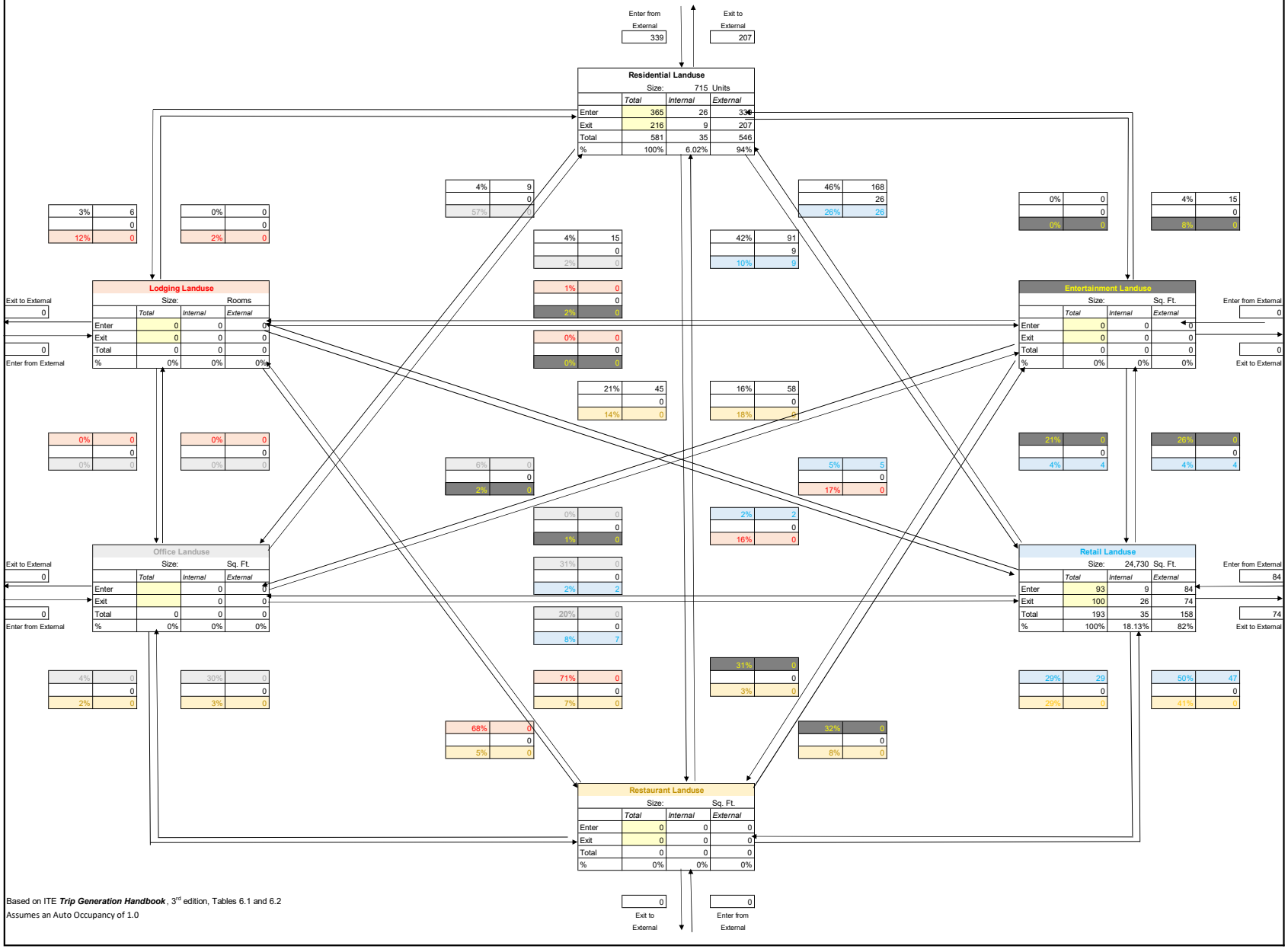
Daily - 2047
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

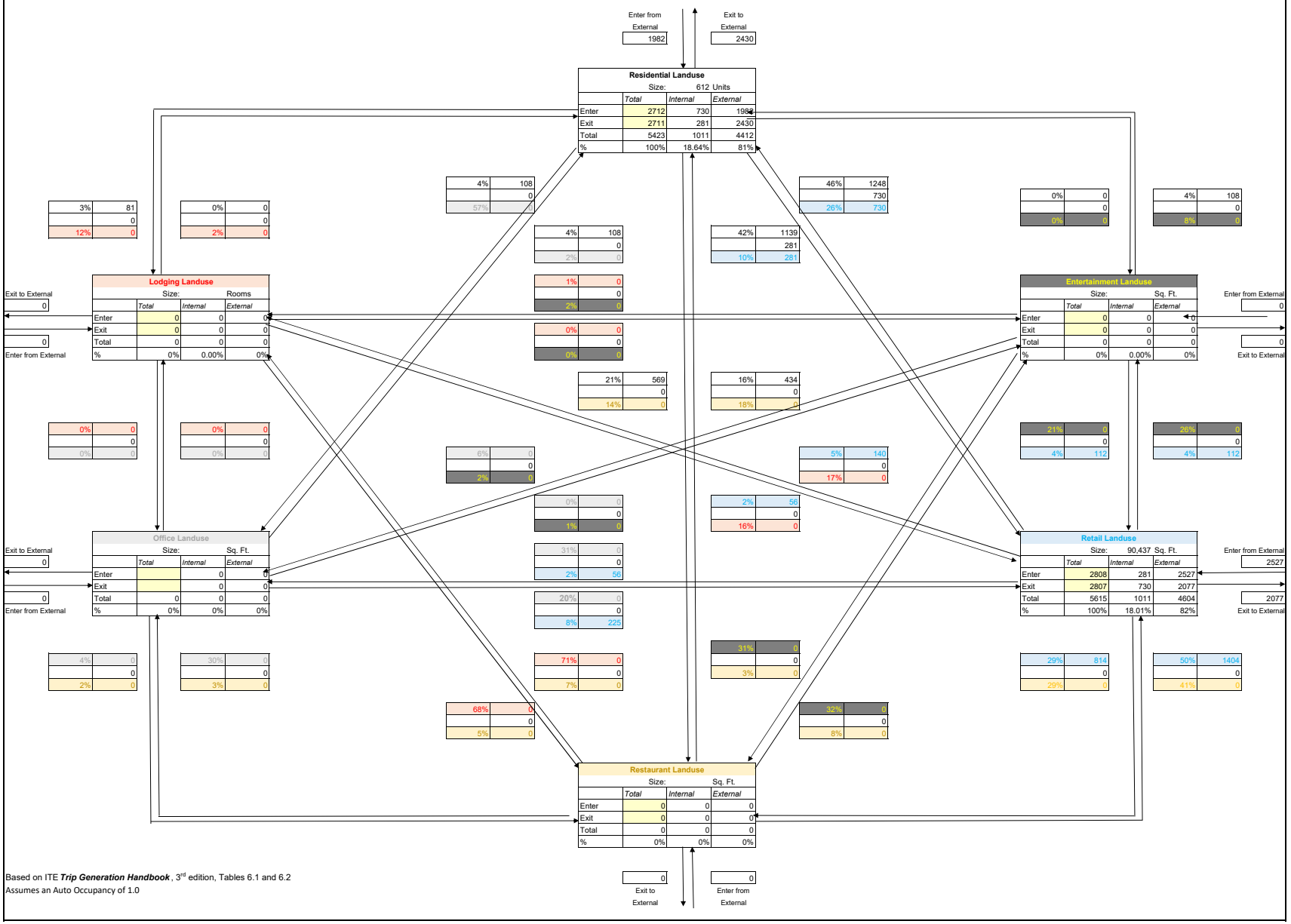
TAZ 28

PM Peak Hour - 2047
Internal Capture Matrix



TAZ 31

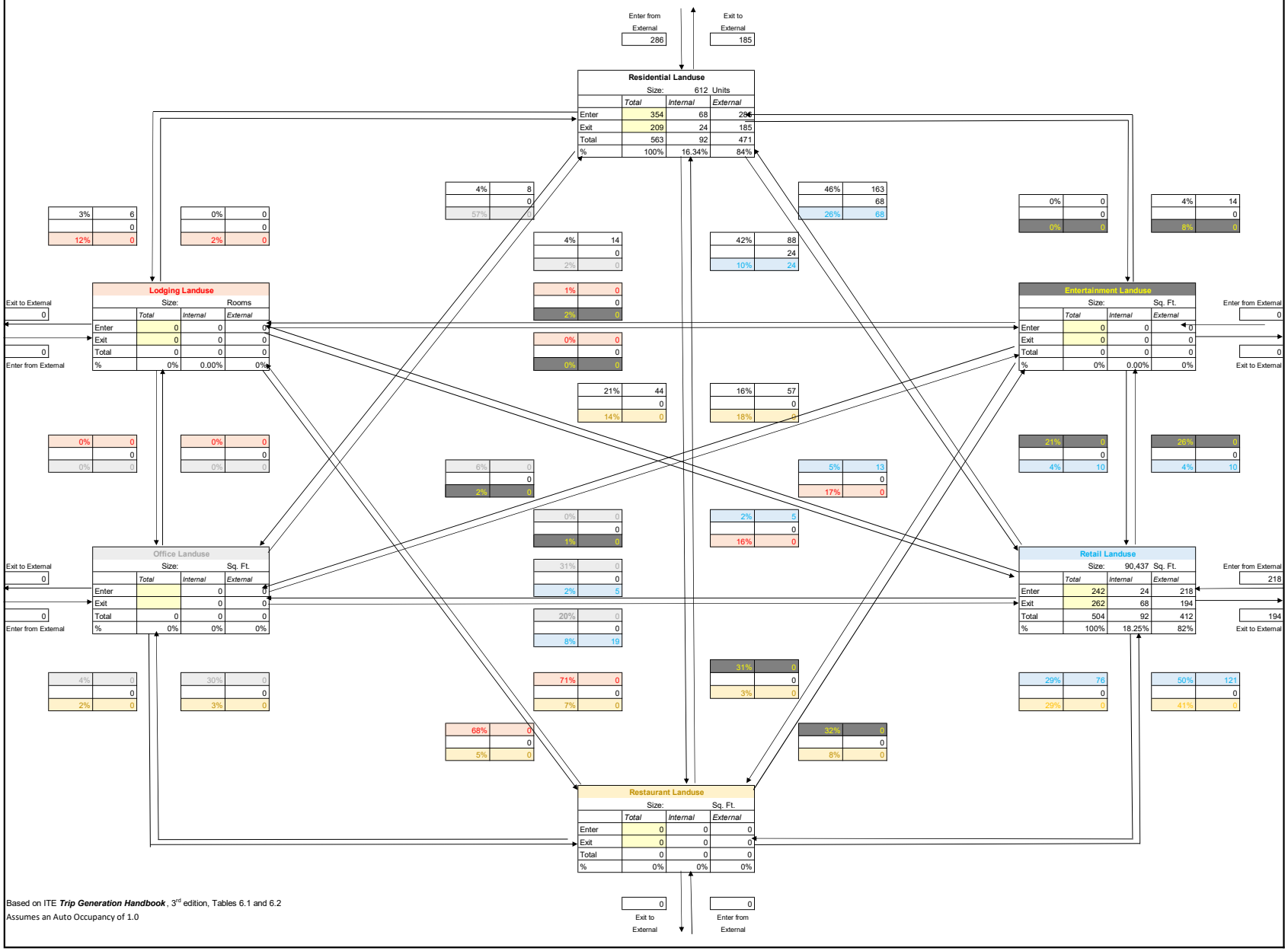
Daily - 2047
Internal Capture Matrix



Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

TAZ 31

PM Peak Hour - 2047
Internal Capture Matrix



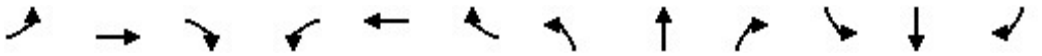
Based on ITE ***Trip Generation Handbook***, 3rd edition, Tables 6.1 and 6.2
Assumes an Auto Occupancy of 1.0

Appendix G
(Total Traffic Conditions – Synchro Printouts)

Appendix G1
(Total Traffic Conditions – Synchro Printouts without timing improvements

HCM 6th Signalized Intersection Summary
1: US-17 & SR-200

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1048	37	332	1071	340	36	107	369	353	106	33
Future Volume (veh/h)	82	1048	37	332	1071	340	36	107	369	353	106	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	1139	40	361	1164	370	39	116	0	384	115	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	1235	43	440	1620	503	65	956		466	1306	
Arrive On Green	0.05	0.24	0.24	0.13	0.32	0.32	0.04	0.27	0.00	0.13	0.37	0.00
Sat Flow, veh/h	3456	5065	178	3456	5106	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	89	765	414	361	1164	370	39	116	0	384	115	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1838	1728	1702	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.0	17.5	17.6	8.1	16.1	16.6	1.7	2.0	0.0	8.7	1.7	0.0
Cycle Q Clear(g_c), s	2.0	17.5	17.6	8.1	16.1	16.6	1.7	2.0	0.0	8.7	1.7	0.0
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	830	448	440	1620	503	65	956		466	1306	
V/C Ratio(X)	0.48	0.92	0.92	0.82	0.72	0.74	0.60	0.12		0.82	0.09	
Avail Cap(c_a), veh/h	220	830	448	454	1620	503	134	956		497	1306	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.8	29.5	29.5	34.0	24.1	24.3	38.0	22.1	0.0	33.7	16.5	0.0
Incr Delay (d2), s/veh	1.9	15.6	24.7	11.1	1.6	5.6	8.8	0.3	0.0	10.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.3	10.1	3.9	6.1	6.4	0.9	0.8	0.0	4.1	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	45.2	54.2	45.1	25.7	29.9	46.8	22.4	0.0	44.0	16.7	0.0
LnGrp LOS	D	D	D	D	C	C	D	C		D	B	
Approach Vol, veh/h		1268			1895			155	A		499	A
Approach Delay, s/veh		47.7			30.2			28.5			37.7	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	26.0	14.7	24.0	7.4	33.9	8.8	29.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	20.5	10.5	19.5	6.0	26.0	5.1	24.9
Max Q Clear Time (g_c+I1), s	10.7	4.0	10.1	19.6	3.7	3.7	4.0	18.6
Green Ext Time (p_c), s	0.1	0.5	0.1	0.0	0.0	0.5	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D

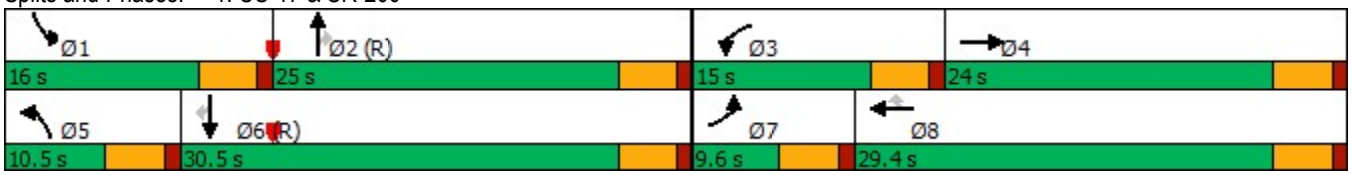
Notes

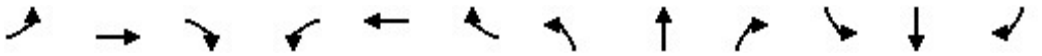
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	16	25	15	24	10.5	30.5	9.6	29.4
Maximum Split (%)	20.0%	31.3%	18.8%	30.0%	13.1%	38.1%	12.0%	36.8%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	64	0	25	40	64	74.5	25	34.6
End Time (s)	0	25	40	64	74.5	25	34.6	64
Yield/Force Off (s)	75.5	20.5	35.5	59.5	70	20.5	30.1	59.5
Yield/Force Off 170(s)	75.5	9.5	35.5	48.5	70	9.5	30.1	48.5
Local Start Time (s)	64	0	25	40	64	74.5	25	34.6
Local Yield (s)	75.5	20.5	35.5	59.5	70	20.5	30.1	59.5
Local Yield 170(s)	75.5	9.5	35.5	48.5	70	9.5	30.1	48.5

Intersection Summary	
Cycle Length	80
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 1: US-17 & SR-200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1917	131	315	1993	82	63	27	259	175	54	87
Future Volume (veh/h)	19	1917	131	315	1993	82	63	27	259	175	54	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	2084	142	342	2166	89	68	29	282	190	59	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	1966	610	330	2798	868	305	372	315	362	134	215
Arrive On Green	0.02	0.38	0.38	0.19	0.55	0.55	0.04	0.20	0.20	0.05	0.21	0.21
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	645	1038
Grp Volume(v), veh/h	21	2084	142	342	2166	89	68	29	282	190	0	154
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1683
Q Serve(g_s), s	1.2	38.5	6.1	18.5	33.3	2.7	3.0	1.3	17.3	5.1	0.0	8.0
Cycle Q Clear(g_c), s	1.2	38.5	6.1	18.5	33.3	2.7	3.0	1.3	17.3	5.1	0.0	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	39	1966	610	330	2798	868	305	372	315	362	0	349
V/C Ratio(X)	0.53	1.06	0.23	1.04	0.77	0.10	0.22	0.08	0.89	0.52	0.00	0.44
Avail Cap(c_a), veh/h	89	1966	610	330	2798	868	318	372	315	362	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.4	30.8	20.8	40.8	17.7	10.8	30.2	32.6	39.0	32.5	0.0	34.6
Incr Delay (d2), s/veh	10.7	38.4	0.2	59.7	1.4	0.1	0.4	0.4	29.7	1.4	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	22.1	2.2	13.4	12.5	0.9	1.3	0.6	9.2	1.6	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	69.2	21.0	100.5	19.2	10.9	30.5	33.0	68.7	33.9	0.0	38.6
LnGrp LOS	E	F	C	F	B	B	C	C	E	C	A	D
Approach Vol, veh/h		2247			2597			379			344	
Approach Delay, s/veh		66.0			29.6			59.1			36.0	
Approach LOS		E			C			E			D	

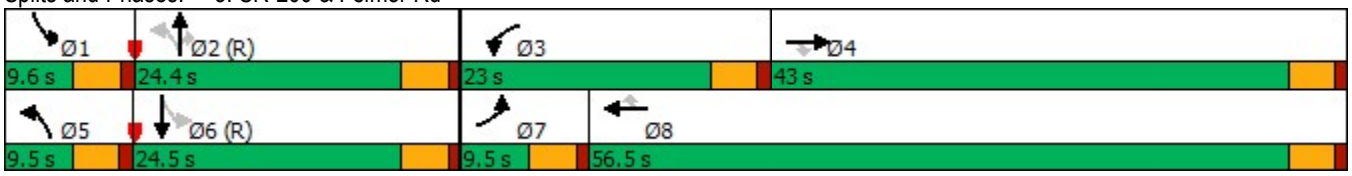
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	24.4	23.0	43.0	8.8	25.2	6.7	59.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	19.9	18.5	38.5	5.0	20.0	5.0	52.0
Max Q Clear Time (g_c+I1), s	7.1	19.3	20.5	40.5	5.0	10.0	3.2	35.3
Green Ext Time (p_c), s	0.0	0.1	0.0	0.0	0.0	0.5	0.0	13.7

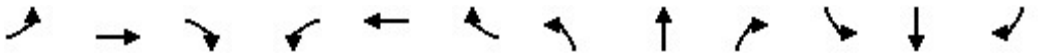
Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	9.6	24.4	23	43	9.5	24.5	9.5	56.5
Maximum Split (%)	9.6%	24.4%	23.0%	43.0%	9.5%	24.5%	9.5%	56.5%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	90.4	0	24.4	47.4	90.4	99.9	24.4	33.9
End Time (s)	0	24.4	47.4	90.4	99.9	24.4	33.9	90.4
Yield/Force Off (s)	95.5	19.9	42.9	85.9	95.4	19.9	29.4	85.9
Yield/Force Off 170(s)	95.5	8.9	42.9	74.9	95.4	8.9	29.4	74.9
Local Start Time (s)	90.4	0	24.4	47.4	90.4	99.9	24.4	33.9
Local Yield (s)	95.5	19.9	42.9	85.9	95.4	19.9	29.4	85.9
Local Yield 170(s)	95.5	8.9	42.9	74.9	95.4	8.9	29.4	74.9

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 3: SR-200 & Felmor Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	1130	245	81	776	82	398	114	118	254	176	648
Future Volume (veh/h)	375	1130	245	81	776	82	398	114	118	254	176	648
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	408	1228	266	88	843	89	433	124	128	276	191	704
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	434	1369	425	171	980	304	465	1346	601	358	1237	552
Arrive On Green	0.13	0.27	0.27	0.05	0.19	0.19	0.13	0.38	0.38	0.10	0.35	0.35
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	408	1228	266	88	843	89	433	124	128	276	191	704
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	10.5	20.9	13.3	2.2	14.4	4.3	11.2	2.0	4.9	7.0	3.3	31.3
Cycle Q Clear(g_c), s	10.5	20.9	13.3	2.2	14.4	4.3	11.2	2.0	4.9	7.0	3.3	31.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	434	1369	425	171	980	304	465	1346	601	358	1237	552
V/C Ratio(X)	0.94	0.90	0.63	0.52	0.86	0.29	0.93	0.09	0.21	0.77	0.15	1.28
Avail Cap(c_a), veh/h	434	1379	428	192	1021	317	465	1346	601	484	1237	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	31.7	29.0	41.7	35.2	31.1	38.5	18.0	18.9	39.3	20.2	29.3
Incr Delay (d2), s/veh	28.7	8.1	2.8	2.4	7.3	0.5	25.8	0.1	0.8	5.3	0.3	137.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	9.0	5.0	1.0	6.3	1.6	6.3	0.8	1.8	3.2	1.4	31.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	39.8	31.8	44.1	42.5	31.7	64.3	18.1	19.7	44.6	20.5	167.3
LnGrp LOS	E	D	C	D	D	C	E	B	B	D	C	F
Approach Vol, veh/h		1902			1020			685			1171	
Approach Delay, s/veh		44.7			41.7			47.6			114.4	
Approach LOS		D			D			D			F	

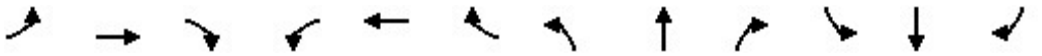
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	38.6	8.9	28.6	16.6	35.8	15.8	21.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	12.6	30.1	5.0	24.3	12.1	30.6	11.3	18.0
Max Q Clear Time (g_c+I1), s	9.0	6.9	4.2	22.9	13.2	33.3	12.5	16.4
Green Ext Time (p_c), s	0.3	1.1	0.0	1.1	0.0	0.0	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	61.5
HCM 6th LOS	E

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	17.1	34.6	9.5	28.8	16.6	35.1	15.8	22.5
Maximum Split (%)	19.0%	38.4%	10.6%	32.0%	18.4%	39.0%	17.6%	25.0%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	72.9	0	34.6	44.1	72.9	89.5	34.6	50.4
End Time (s)	0	34.6	44.1	72.9	89.5	34.6	50.4	72.9
Yield/Force Off (s)	85.5	30.1	39.6	68.4	85	30.1	45.9	68.4
Yield/Force Off 170(s)	85.5	19.1	39.6	57.4	85	19.1	45.9	57.4
Local Start Time (s)	72.9	0	34.6	44.1	72.9	89.5	34.6	50.4
Local Yield (s)	85.5	30.1	39.6	68.4	85	30.1	45.9	68.4
Local Yield 170(s)	85.5	19.1	39.6	57.4	85	19.1	45.9	57.4

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 5: SR-200 & Chester Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	0	275	0	0	59	48	498	0	117	1140	241
Future Volume (veh/h)	128	0	275	0	0	59	48	498	0	117	1140	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	0	299	0	0	64	52	541	0	127	1239	262
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	343	403	342	80	135	114	284	2065	0	612	2111	941
Arrive On Green	0.09	0.00	0.22	0.00	0.00	0.07	0.04	0.58	0.00	0.05	0.59	0.59
Sat Flow, veh/h	1781	1870	1585	1418	1870	1585	1781	3647	0	1781	3554	1585
Grp Volume(v), veh/h	139	0	299	0	0	64	52	541	0	127	1239	262
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1418	1870	1585	1781	1777	0	1781	1777	1585
Q Serve(g_s), s	6.2	0.0	16.4	0.0	0.0	3.5	1.0	6.8	0.0	2.5	19.6	7.2
Cycle Q Clear(g_c), s	6.2	0.0	16.4	0.0	0.0	3.5	1.0	6.8	0.0	2.5	19.6	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	343	403	342	80	135	114	284	2065	0	612	2111	941
V/C Ratio(X)	0.41	0.00	0.87	0.00	0.00	0.56	0.18	0.26	0.00	0.21	0.59	0.28
Avail Cap(c_a), veh/h	533	842	713	261	374	317	311	2065	0	690	2111	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	34.1	0.0	0.0	40.4	8.9	9.3	0.0	6.8	11.4	8.9
Incr Delay (d2), s/veh	0.8	0.0	7.1	0.0	0.0	4.2	0.3	0.3	0.0	0.2	1.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	6.8	0.0	0.0	1.5	0.4	2.5	0.0	0.9	7.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	0.0	41.2	0.0	0.0	44.6	9.2	9.6	0.0	6.9	12.6	9.6
LnGrp LOS	C	A	D	A	A	D	A	A	A	A	B	A
Approach Vol, veh/h		438			64			593			1628	
Approach Delay, s/veh		38.6			44.6			9.6			11.7	
Approach LOS		D			D			A			B	

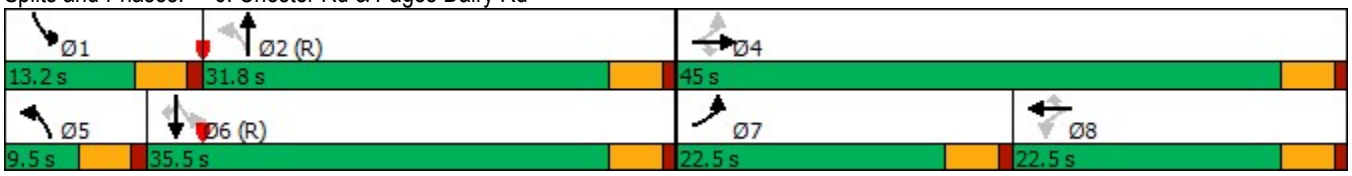
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	56.8		23.9	8.1	58.0	12.9	11.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.7	27.3		40.5	5.0	31.0	18.0	18.0				
Max Q Clear Time (g_c+I1), s	4.5	8.8		18.4	3.0	21.6	8.2	5.5				
Green Ext Time (p_c), s	0.1	3.5		1.0	0.0	6.2	0.2	0.1				

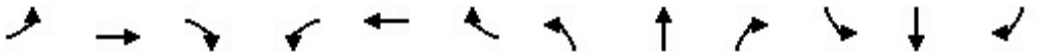
Intersection Summary												
HCM 6th Ctrl Delay			16.3									
HCM 6th LOS			B									

Phase Number	1	2	4	5	6	7	8
Movement	SBL	NBTL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None
Maximum Split (s)	13.2	31.8	45	9.5	35.5	22.5	22.5
Maximum Split (%)	14.7%	35.3%	50.0%	10.6%	39.4%	25.0%	25.0%
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7	7		7	7	7
Flash Dont Walk (s)		11	11		11	11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	76.8	0	31.8	76.8	86.3	31.8	54.3
End Time (s)	0	31.8	76.8	86.3	31.8	54.3	76.8
Yield/Force Off (s)	85.5	27.3	72.3	81.8	27.3	49.8	72.3
Yield/Force Off 170(s)	85.5	16.3	61.3	81.8	16.3	38.8	61.3
Local Start Time (s)	76.8	0	31.8	76.8	86.3	31.8	54.3
Local Yield (s)	85.5	27.3	72.3	81.8	27.3	49.8	72.3
Local Yield 170(s)	85.5	16.3	61.3	81.8	16.3	38.8	61.3

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 6: Chester Rd & Pages Dairy Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1610	34	15	958	107	13	2	7	318	3	48
Future Volume (veh/h)	50	1610	34	15	958	107	13	2	7	318	3	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	1750	37	16	1041	116	14	2	8	346	3	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	1730	537	33	1614	501	441	80	322	350	37	644
Arrive On Green	0.04	0.34	0.34	0.02	0.32	0.32	0.02	0.25	0.25	0.20	0.43	0.43
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	327	1308	1781	87	1511
Grp Volume(v), veh/h	54	1750	37	16	1041	116	14	0	10	346	0	55
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1635	1781	0	1598
Q Serve(g_s), s	2.7	30.5	1.4	0.8	15.8	4.9	0.5	0.0	0.4	17.4	0.0	1.8
Cycle Q Clear(g_c), s	2.7	30.5	1.4	0.8	15.8	4.9	0.5	0.0	0.4	17.4	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		0.95
Lane Grp Cap(c), veh/h	73	1730	537	33	1614	501	441	0	402	350	0	682
V/C Ratio(X)	0.74	1.01	0.07	0.49	0.65	0.23	0.03	0.00	0.02	0.99	0.00	0.08
Avail Cap(c_a), veh/h	139	1730	537	99	1617	502	511	0	402	350	0	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.7	29.7	20.1	43.8	26.4	22.7	24.7	0.0	25.7	36.0	0.0	15.3
Incr Delay (d2), s/veh	13.3	24.5	0.1	10.9	0.9	0.2	0.0	0.0	0.1	44.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	15.8	0.5	0.4	6.3	1.8	0.2	0.0	0.2	11.7	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	54.2	20.2	54.7	27.3	22.9	24.7	0.0	25.8	80.7	0.0	15.6
LnGrp LOS	E	F	C	D	C	C	C	A	C	F	A	B
Approach Vol, veh/h		1841			1173			24			401	
Approach Delay, s/veh		53.6			27.3			25.2			71.7	
Approach LOS		D			C			C			E	

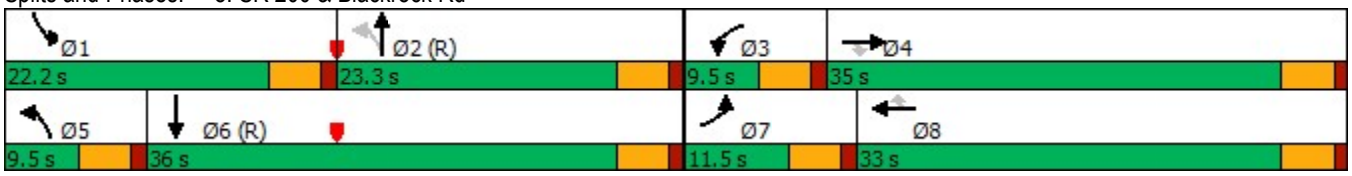
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.2	26.7	6.1	35.0	6.0	42.9	8.2	32.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.7	18.8	5.0	30.5	5.0	31.5	7.0	28.5
Max Q Clear Time (g_c+I1), s	19.4	2.4	2.8	32.5	2.5	3.8	4.7	17.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.3	0.0	5.5

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	22.2	23.3	9.5	35	9.5	36	11.5	33
Maximum Split (%)	24.7%	25.9%	10.6%	38.9%	10.6%	40.0%	12.8%	36.7%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	67.8	0	23.3	32.8	67.8	77.3	23.3	34.8
End Time (s)	0	23.3	32.8	67.8	77.3	23.3	34.8	67.8
Yield/Force Off (s)	85.5	18.8	28.3	63.3	72.8	18.8	30.3	63.3
Yield/Force Off 170(s)	85.5	7.8	28.3	52.3	72.8	7.8	30.3	52.3
Local Start Time (s)	67.8	0	23.3	32.8	67.8	77.3	23.3	34.8
Local Yield (s)	85.5	18.8	28.3	63.3	72.8	18.8	30.3	63.3
Local Yield 170(s)	85.5	7.8	28.3	52.3	72.8	7.8	30.3	52.3

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	

Splits and Phases: 8: SR 200 & Blackrock Rd



Intersection	
Int Delay, s/veh	68.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	209	411	29	8	407	92	5	19	14	50	62	213
Future Vol, veh/h	209	411	29	8	407	92	5	19	14	50	62	213
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	185	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	227	447	32	9	442	100	5	21	15	54	67	232

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	542	0	0	479	0	0	1190	1477	240	1198	1443	271
Stage 1	-	-	-	-	-	-	917	917	-	510	510	-
Stage 2	-	-	-	-	-	-	273	560	-	688	933	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1023	-	-	1080	-	-	143	125	761	141	131	727
Stage 1	-	-	-	-	-	-	293	349	-	514	536	-
Stage 2	-	-	-	-	-	-	710	509	-	403	343	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1023	-	-	1080	-	-	38	97	761	96	101	727
Mov Cap-2 Maneuver	-	-	-	-	-	-	38	97	-	96	101	-
Stage 1	-	-	-	-	-	-	228	272	-	400	532	-
Stage 2	-	-	-	-	-	-	419	505	-	284	267	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	3.1	0.1	56.2	$ 306.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	110	1080	-	-	1023	-	- 228
HCM Lane V/C Ratio	0.375	0.008	-	-	0.222	-	- 1.549
HCM Control Delay (s)	56.2	8.4	-	-	9.5	-	-$ 306.5
HCM Lane LOS	F	A	-	-	A	-	- F
HCM 95th %tile Q(veh)	1.5	0	-	-	0.8	-	- 21.7

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

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	209	411	29	8	407	92	5	19	14	50	62	213
Future Volume (vph)	209	411	29	8	407	92	5	19	14	50	62	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	185		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.972			0.951			0.911	
Flt Protected	0.950			0.950				0.994			0.992	
Satd. Flow (prot)	1770	3504	0	1770	3440	0	0	1761	0	0	1683	0
Flt Permitted	0.950			0.950				0.994			0.992	
Satd. Flow (perm)	1770	3504	0	1770	3440	0	0	1761	0	0	1683	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1062			523			462			718	
Travel Time (s)		24.1			11.9			10.5			16.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	227	447	32	9	442	100	5	21	15	54	67	232
Shared Lane Traffic (%)												
Lane Group Flow (vph)	227	479	0	9	542	0	0	41	0	0	353	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	334	150	116	365	20	25
Future Vol, veh/h	334	150	116	365	20	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	363	163	126	397	22	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	526	0	1012	363
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	649	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1041	-	265	682
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	520	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1041	-	233	682
Mov Cap-2 Maneuver	-	-	-	-	233	-
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	15.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	233	682	-	-	1041	-
HCM Lane V/C Ratio	0.093	0.04	-	-	0.121	-
HCM Control Delay (s)	22	10.5	-	-	8.9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.4	-

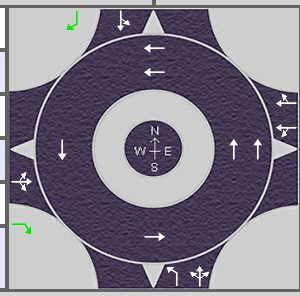
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	334	150	116	365	20	25
Future Volume (vph)	334	150	116	365	20	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			651	534	
Travel Time (s)	12.6			14.8	12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	363	163	126	397	22	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	363	163	126	397	22	27
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.3%		ICU Level of Service A	
Analysis Period (min) 15			

HCS7 Roundabouts Report

General Information

Analyst	Thomas Hatcher, P.E.
Agency or Co.	ETM, Inc.
Date Performed	
Analysis Year	2027
Time Analyzed	
Project Description	



Site Information

Intersection	
E/W Street Name	Wildlight Pkwy
N/S Street Name	Chester Rd
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.92
Jurisdiction	Nassau County, Florida

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	2	0	0	1	1	0	0	0	1	0
Lane Assignment			LTR		LT		TR		L		LTR				LT	
Volume (V), veh/h	0	88	0	1098	0	136	0	1	0	556	123	50	0	8	284	44
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	99	0	1229	0	152	0	1	0	622	138	56	0	9	318	49
Right-Turn Bypass	Non-Yielding				None				None				Non-Yielding			
Conflicting Lanes	1				2				1				2			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763		4.6453	4.3276		4.5436	4.5436			4.3276	
Follow-Up Headway (s)		2.6087		2.6667	2.5352		2.5352	2.5352			2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		99	1229	152	1		432	384			327	49
Entry Volume, veh/h		96	1193	148	1		420	372			317	48
Circulating Flow (v_c), pc/h	479			859			108			774		
Exiting Flow (v_{ex}), pc/h	65			622			238			470		
Capacity (c_{pce}), pc/h		847		613	684		1287	1287			735	
Capacity (c), veh/h		822		595	664		1250	1250			714	
v/c Ratio (x)		0.12		0.25	0.00		0.34	0.30			0.44	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		5.5		9.3	5.4		6.0	5.6			11.2	
Lane LOS		A	A	A	A		A	A			B	A
95% Queue, veh		0.4		1.0	0.0		1.5	1.3			2.3	
Approach Delay, s/veh	0.4			9.3			5.8			9.8		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	3.9						A					

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HCM 6th Signalized Intersection Summary
1: US-17 & SR-200

06/01/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	1288	39	446	1223	468	74	143	477	406	149	35
Future Volume (veh/h)	117	1288	39	446	1223	468	74	143	477	406	149	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	1400	42	485	1329	509	80	155	0	441	162	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	1421	43	518	1902	590	103	825		480	1113	
Arrive On Green	0.06	0.28	0.28	0.15	0.37	0.37	0.06	0.23	0.00	0.14	0.31	0.00
Sat Flow, veh/h	3456	5094	153	3456	5106	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	127	936	506	485	1329	509	80	155	0	441	162	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1843	1728	1702	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	3.2	24.6	24.6	12.5	19.9	26.7	4.0	3.2	0.0	11.3	3.0	0.0
Cycle Q Clear(g_c), s	3.2	24.6	24.6	12.5	19.9	26.7	4.0	3.2	0.0	11.3	3.0	0.0
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	949	514	518	1902	590	103	825		480	1113	
V/C Ratio(X)	0.65	0.99	0.99	0.94	0.70	0.86	0.78	0.19		0.92	0.15	
Avail Cap(c_a), veh/h	273	949	514	518	1902	590	190	825		480	1113	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.6	32.3	32.3	37.8	24.0	26.1	41.8	27.7	0.0	38.2	22.2	0.0
Incr Delay (d2), s/veh	3.6	25.6	35.8	24.6	1.1	12.4	11.7	0.5	0.0	22.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	12.7	15.2	6.8	7.5	11.1	2.0	1.3	0.0	6.1	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	57.8	68.1	62.4	25.1	38.5	53.5	28.2	0.0	61.1	22.5	0.0
LnGrp LOS	D	E	E	E	C	D	D	C		E	C	
Approach Vol, veh/h		1569			2323			235	A		603	A
Approach Delay, s/veh		60.1			35.8			36.8			50.7	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	25.4	18.0	29.6	9.7	32.7	9.6	38.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	12.5	20.9	13.5	25.1	9.6	23.8	7.1	31.5
Max Q Clear Time (g_c+I1), s	13.3	5.2	14.5	26.6	6.0	5.0	5.2	28.7
Green Ext Time (p_c), s	0.0	0.7	0.0	0.0	0.0	0.8	0.1	2.2

Intersection Summary	
HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

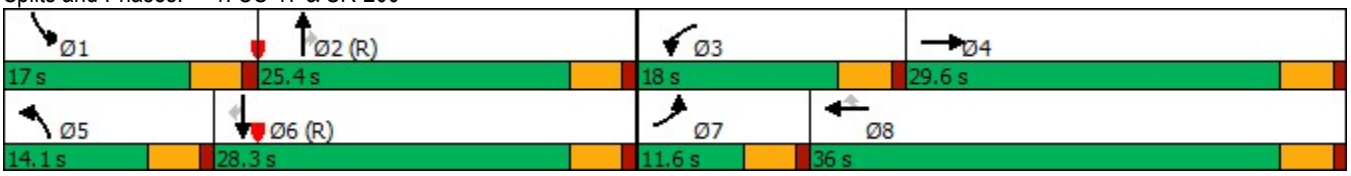
Notes

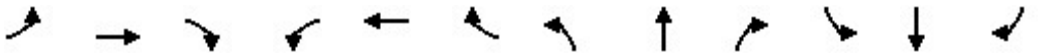
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	17	25.4	18	29.6	14.1	28.3	11.6	36
Maximum Split (%)	18.9%	28.2%	20.0%	32.9%	15.7%	31.4%	12.9%	40.0%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	73	0	25.4	43.4	73	87.1	25.4	37
End Time (s)	0	25.4	43.4	73	87.1	25.4	37	73
Yield/Force Off (s)	85.5	20.9	38.9	68.5	82.6	20.9	32.5	68.5
Yield/Force Off 170(s)	85.5	9.9	38.9	57.5	82.6	9.9	32.5	57.5
Local Start Time (s)	73	0	25.4	43.4	73	87.1	25.4	37
Local Yield (s)	85.5	20.9	38.9	68.5	82.6	20.9	32.5	68.5
Local Yield 170(s)	85.5	9.9	38.9	57.5	82.6	9.9	32.5	57.5

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 1: US-17 & SR-200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	2032	103	428	2403	46	108	25	298	41	26	44
Future Volume (veh/h)	10	2032	103	428	2403	46	108	25	298	41	26	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	2209	112	465	2612	50	117	27	324	45	28	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	2207	685	464	3092	960	251	279	236	245	88	151
Arrive On Green	0.09	0.43	0.43	0.26	0.61	0.61	0.04	0.15	0.15	0.03	0.14	0.14
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	619	1061
Grp Volume(v), veh/h	11	2209	112	465	2612	50	117	27	324	45	0	76
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1679
Q Serve(g_s), s	0.8	60.5	6.0	36.5	57.8	1.4	5.1	1.7	20.9	3.0	0.0	5.7
Cycle Q Clear(g_c), s	0.8	60.5	6.0	36.5	57.8	1.4	5.1	1.7	20.9	3.0	0.0	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	156	2207	685	464	3092	960	251	279	236	245	0	239
V/C Ratio(X)	0.07	1.00	0.16	1.00	0.84	0.05	0.47	0.10	1.37	0.18	0.00	0.32
Avail Cap(c_a), veh/h	156	2207	685	464	3355	1042	251	279	236	256	0	239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.7	39.7	24.3	51.8	22.3	6.5	52.7	51.4	59.6	49.3	0.0	54.0
Incr Delay (d2), s/veh	0.2	19.4	0.1	42.1	2.0	0.0	1.4	0.7	191.7	0.4	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	27.4	2.2	21.0	20.8	0.6	1.4	0.9	20.7	1.4	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	59.2	24.4	93.8	24.3	6.6	54.1	52.1	251.3	49.6	0.0	57.4
LnGrp LOS	E	F	C	F	C	A	D	D	F	D	A	E
Approach Vol, veh/h		2332			3127			468			121	
Approach Delay, s/veh		57.5			34.4			190.5			54.5	
Approach LOS		E			C			F			D	

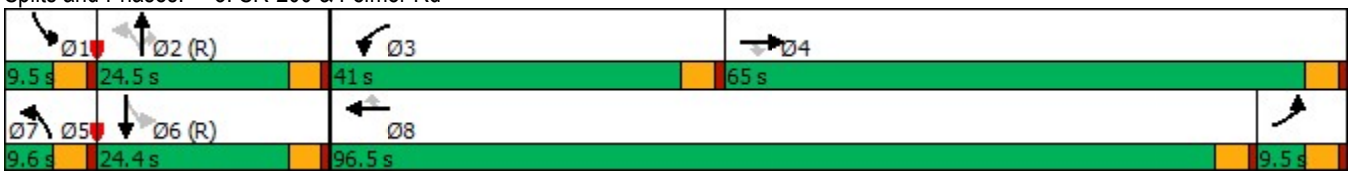
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	25.4	41.0	65.0	9.6	24.4	16.7	89.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	20.0	36.5	60.5	5.1	19.9	5.0	92.0
Max Q Clear Time (g_c+I1), s	5.0	22.9	38.5	62.5	7.1	7.7	2.8	59.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.2	0.0	24.9

Intersection Summary	
HCM 6th Ctrl Delay	55.8
HCM 6th LOS	E

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	9.5	24.5	41	65	9.6	24.4	9.5	96.5
Maximum Split (%)	6.8%	17.5%	29.3%	46.4%	6.9%	17.4%	6.8%	68.9%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	3	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	130.4	139.9	24.4	65.4	130.4	0	120.9	24.4
End Time (s)	139.9	24.4	65.4	130.4	0	24.4	130.4	120.9
Yield/Force Off (s)	135.4	19.9	60.9	125.9	135.5	19.9	125.9	116.4
Yield/Force Off 170(s)	135.4	8.9	60.9	114.9	135.5	8.9	125.9	105.4
Local Start Time (s)	130.4	139.9	24.4	65.4	130.4	0	120.9	24.4
Local Yield (s)	135.4	19.9	60.9	125.9	135.5	19.9	125.9	116.4
Local Yield 170(s)	135.4	8.9	60.9	114.9	135.5	8.9	125.9	105.4

Intersection Summary	
Cycle Length	140
Control Type	Actuated-Coordinated
Natural Cycle	140
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 3: SR-200 & Felmor Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	743	1032	396	174	1432	169	356	277	101	203	229	438
Future Volume (veh/h)	743	1032	396	174	1432	169	356	277	101	203	229	438
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	808	1122	430	189	1557	184	387	301	110	221	249	476
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	833	2412	749	253	1555	483	402	739	330	286	620	277
Arrive On Green	0.24	0.47	0.47	0.07	0.30	0.30	0.12	0.21	0.21	0.08	0.17	0.17
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	808	1122	430	189	1557	184	387	301	110	221	249	476
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	25.5	16.3	21.6	5.9	33.5	10.0	12.3	8.1	6.5	6.9	6.8	19.2
Cycle Q Clear(g_c), s	25.5	16.3	21.6	5.9	33.5	10.0	12.3	8.1	6.5	6.9	6.8	19.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	833	2412	749	253	1555	483	402	739	330	286	620	277
V/C Ratio(X)	0.97	0.47	0.57	0.75	1.00	0.38	0.96	0.41	0.33	0.77	0.40	1.72
Avail Cap(c_a), veh/h	833	2412	749	349	1555	483	402	739	330	390	620	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	19.6	21.0	50.0	38.3	30.1	48.4	37.7	37.1	49.4	40.3	45.4
Incr Delay (d2), s/veh	24.1	0.1	1.1	5.7	23.1	0.5	35.1	1.7	2.7	6.4	1.9	339.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	6.4	8.0	2.7	17.0	3.9	7.2	3.7	2.8	3.2	3.2	33.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	19.8	22.1	55.6	61.4	30.6	83.4	39.4	39.8	55.8	42.2	384.5
LnGrp LOS	E	B	C	E	F	C	F	D	D	E	D	F
Approach Vol, veh/h		2360			1930			798			946	
Approach Delay, s/veh		35.8			57.9			60.8			217.6	
Approach LOS		D			E			E			F	

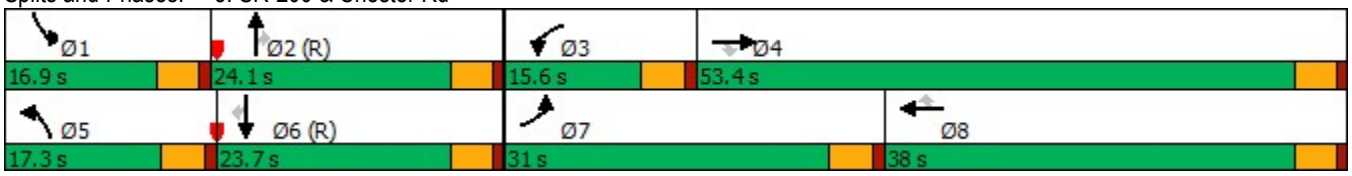
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	27.4	12.5	56.5	17.3	23.7	31.0	38.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	12.4	19.6	11.1	48.9	12.8	19.2	26.5	33.5
Max Q Clear Time (g_c+I1), s	8.9	10.1	7.9	23.6	14.3	21.2	27.5	35.5
Green Ext Time (p_c), s	0.2	1.6	0.2	11.2	0.0	0.0	0.0	0.0

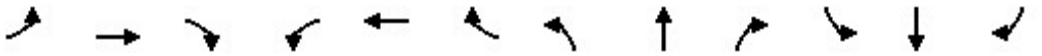
Intersection Summary	
HCM 6th Ctrl Delay	74.7
HCM 6th LOS	E

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	16.9	24.1	15.6	53.4	17.3	23.7	31	38
Maximum Split (%)	15.4%	21.9%	14.2%	48.5%	15.7%	21.5%	28.2%	34.5%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	92.7	109.6	23.7	39.3	92.7	0	23.7	54.7
End Time (s)	109.6	23.7	39.3	92.7	0	23.7	54.7	92.7
Yield/Force Off (s)	105.1	19.2	34.8	88.2	105.5	19.2	50.2	88.2
Yield/Force Off 170(s)	105.1	8.2	34.8	77.2	105.5	8.2	50.2	77.2
Local Start Time (s)	92.7	109.6	23.7	39.3	92.7	0	23.7	54.7
Local Yield (s)	105.1	19.2	34.8	88.2	105.5	19.2	50.2	88.2
Local Yield 170(s)	105.1	8.2	34.8	77.2	105.5	8.2	50.2	77.2

Intersection Summary	
Cycle Length	110
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 5: SR-200 & Chester Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	263	0	250	0	0	105	206	1172	0	65	730	151
Future Volume (veh/h)	263	0	250	0	0	105	206	1172	0	65	730	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	0	272	0	0	114	224	1274	0	71	793	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	322	609	516	80	177	150	399	1700	0	243	1547	690
Arrive On Green	0.18	0.00	0.33	0.00	0.00	0.09	0.09	0.48	0.00	0.05	0.44	0.44
Sat Flow, veh/h	1781	1870	1585	1418	1870	1585	1781	3647	0	1781	3554	1585
Grp Volume(v), veh/h	286	0	272	0	0	114	224	1274	0	71	793	164
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1418	1870	1585	1781	1777	0	1781	1777	1585
Q Serve(g_s), s	14.1	0.0	12.6	0.0	0.0	6.3	6.0	26.2	0.0	1.9	14.6	5.9
Cycle Q Clear(g_c), s	14.1	0.0	12.6	0.0	0.0	6.3	6.0	26.2	0.0	1.9	14.6	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	322	609	516	80	177	150	399	1700	0	243	1547	690
V/C Ratio(X)	0.89	0.00	0.53	0.00	0.00	0.76	0.56	0.75	0.00	0.29	0.51	0.24
Avail Cap(c_a), veh/h	356	842	713	229	374	317	430	1700	0	260	1547	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	24.7	0.0	0.0	39.8	13.2	19.1	0.0	15.9	18.5	16.0
Incr Delay (d2), s/veh	21.4	0.0	0.8	0.0	0.0	7.7	1.4	3.1	0.0	0.7	1.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	4.7	0.0	0.0	2.7	2.4	10.8	0.0	0.8	6.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	0.0	25.6	0.0	0.0	47.5	14.6	22.2	0.0	16.6	19.7	16.8
LnGrp LOS	E	A	C	A	A	D	B	C	A	B	B	B
Approach Vol, veh/h		558			114			1498			1028	
Approach Delay, s/veh		41.9			47.5			21.0			19.0	
Approach LOS		D			D			C			B	

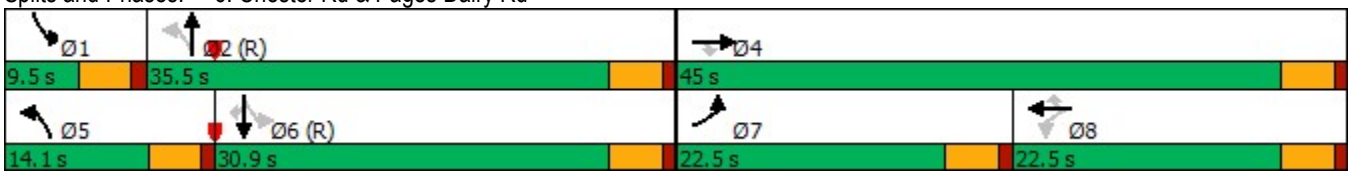
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	47.6		33.8	12.5	43.7	20.8	13.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	31.0		40.5	9.6	26.4	18.0	18.0				
Max Q Clear Time (g_c+I1), s	3.9	28.2		14.6	8.0	16.6	16.1	8.3				
Green Ext Time (p_c), s	0.0	2.0		0.9	0.1	4.2	0.2	0.2				

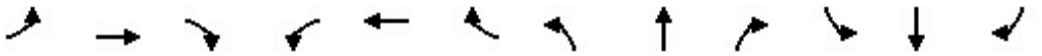
Intersection Summary												
HCM 6th Ctrl Delay			25.0									
HCM 6th LOS			C									

Phase Number	1	2	4	5	6	7	8
Movement	SBL	NBTL	EBT	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None
Maximum Split (s)	9.5	35.5	45	14.1	30.9	22.5	22.5
Maximum Split (%)	10.6%	39.4%	50.0%	15.7%	34.3%	25.0%	25.0%
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7	7		7	7	7
Flash Dont Walk (s)		11	11		11	11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	75.9	85.4	30.9	75.9	0	30.9	53.4
End Time (s)	85.4	30.9	75.9	0	30.9	53.4	75.9
Yield/Force Off (s)	80.9	26.4	71.4	85.5	26.4	48.9	71.4
Yield/Force Off 170(s)	80.9	15.4	60.4	85.5	15.4	37.9	60.4
Local Start Time (s)	75.9	85.4	30.9	75.9	0	30.9	53.4
Local Yield (s)	80.9	26.4	71.4	85.5	26.4	48.9	71.4
Local Yield 170(s)	80.9	15.4	60.4	85.5	15.4	37.9	60.4

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 6: Chester Rd & Pages Dairy Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1406	19	9	1829	277	25	2	15	177	3	78
Future Volume (veh/h)	82	1406	19	9	1829	277	25	2	15	177	3	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	1528	21	10	1988	301	27	2	16	192	3	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	2319	720	22	2070	642	408	38	306	214	17	471
Arrive On Green	0.06	0.45	0.45	0.01	0.41	0.41	0.03	0.21	0.21	0.12	0.31	0.31
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	179	1433	1781	54	1539
Grp Volume(v), veh/h	89	1528	21	10	1988	301	27	0	18	192	0	88
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	0	1612	1781	0	1593
Q Serve(g_s), s	4.4	21.0	0.7	0.5	34.1	12.5	1.1	0.0	0.8	9.6	0.0	3.6
Cycle Q Clear(g_c), s	4.4	21.0	0.7	0.5	34.1	12.5	1.1	0.0	0.8	9.6	0.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		0.97
Lane Grp Cap(c), veh/h	109	2319	720	22	2070	642	408	0	344	214	0	488
V/C Ratio(X)	0.82	0.66	0.03	0.46	0.96	0.47	0.07	0.00	0.05	0.90	0.00	0.18
Avail Cap(c_a), veh/h	109	2319	720	99	2071	643	459	0	344	214	0	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.8	19.1	13.6	44.1	26.1	19.6	26.3	0.0	28.1	39.1	0.0	22.9
Incr Delay (d2), s/veh	36.6	0.7	0.0	14.1	11.9	0.5	0.1	0.0	0.3	35.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	8.0	0.2	0.3	15.3	4.5	0.4	0.0	0.3	6.2	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.4	19.8	13.6	58.3	37.9	20.2	26.4	0.0	28.4	74.3	0.0	23.7
LnGrp LOS	E	B	B	E	D	C	C	A	C	E	A	C
Approach Vol, veh/h		1638			2299			45			280	
Approach Delay, s/veh		22.9			35.7			27.2			58.4	
Approach LOS		C			D			C			E	

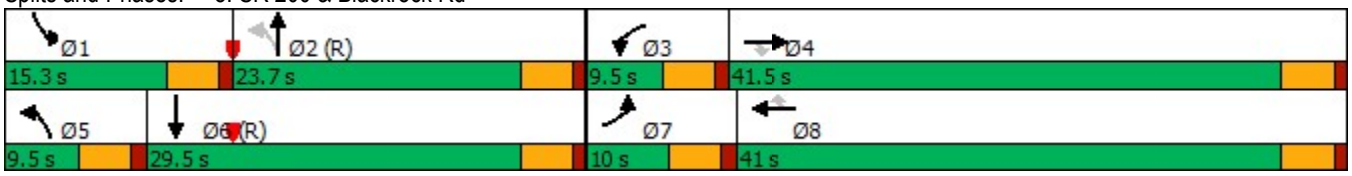
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	23.7	5.6	45.4	7.0	32.1	10.0	41.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.8	19.2	5.0	37.0	5.0	25.0	5.5	36.5
Max Q Clear Time (g_c+I1), s	11.6	2.8	2.5	23.0	3.1	5.6	6.4	36.1
Green Ext Time (p_c), s	0.0	0.0	0.0	9.0	0.0	0.4	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	15.3	23.7	9.5	41.5	9.5	29.5	10	41
Maximum Split (%)	17.0%	26.3%	10.6%	46.1%	10.6%	32.8%	11.1%	45.6%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	74.7	0	23.7	33.2	74.7	84.2	23.7	33.7
End Time (s)	0	23.7	33.2	74.7	84.2	23.7	33.7	74.7
Yield/Force Off (s)	85.5	19.2	28.7	70.2	79.7	19.2	29.2	70.2
Yield/Force Off 170(s)	85.5	8.2	28.7	59.2	79.7	8.2	29.2	59.2
Local Start Time (s)	74.7	0	23.7	33.2	74.7	84.2	23.7	33.7
Local Yield (s)	85.5	19.2	28.7	70.2	79.7	19.2	29.2	70.2
Local Yield 170(s)	85.5	8.2	28.7	59.2	79.7	8.2	29.2	59.2

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	

Splits and Phases: 8: SR 200 & Blackrock Rd



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	235	480	24	12	566	151	9	41	22	62	41	192
Future Volume (vph)	235	480	24	12	566	151	9	41	22	62	41	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	185		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.968			0.959			0.912	
Flt Protected	0.950			0.950				0.994			0.990	
Satd. Flow (prot)	1770	3514	0	1770	3426	0	0	1776	0	0	1682	0
Flt Permitted	0.950			0.950				0.994			0.990	
Satd. Flow (perm)	1770	3514	0	1770	3426	0	0	1776	0	0	1682	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1062			523			462			718	
Travel Time (s)		24.1			11.9			10.5			16.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	255	522	26	13	615	164	10	45	24	67	45	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	255	548	0	13	779	0	0	79	0	0	321	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.5%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	354.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	235	480	24	12	566	151	9	41	22	62	41	192
Future Vol, veh/h	235	480	24	12	566	151	9	41	22	62	41	192
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	185	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	255	522	26	13	615	164	10	45	24	67	45	209

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	779	0	0	548	0	0	1401	1850	274	1517	1781	390
Stage 1	-	-	-	-	-	-	1045	1045	-	723	723	-
Stage 2	-	-	-	-	-	-	356	805	-	794	1058	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	834	-	-	1018	-	-	100	74	724	82	81	609
Stage 1	-	-	-	-	-	-	245	304	-	384	429	-
Stage 2	-	-	-	-	-	-	634	393	-	348	300	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	834	-	-	1018	-	-	17	51	724	~ 16	55	609
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	51	-	~ 16	55	-
Stage 1	-	-	-	-	-	-	170	211	-	266	423	-
Stage 2	-	-	-	-	-	-	368	388	-	184	208	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	3.6	0.1	$ 418.1	$ 2091.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	53	1018	-	-	834	-	- 60
HCM Lane V/C Ratio	1.477	0.013	-	-	0.306	-	- 5.344
HCM Control Delay (s)	$ 418.1	8.6	-	-	11.2	-	$ 2091.1
HCM Lane LOS	F	A	-	-	B	-	- F
HCM 95th %tile Q(veh)	7.2	0	-	-	1.3	-	- 35.9

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	358	48	45	255	43	27
Future Volume (vph)	358	48	45	255	43	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	555			651	534	
Travel Time (s)	12.6			14.8	12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	389	52	49	277	47	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	389	52	49	277	47	29
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	358	48	45	255	43	27
Future Vol, veh/h	358	48	45	255	43	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	389	52	49	277	47	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	441	0	764	389
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1119	-	372	659
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	695	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1119	-	356	659
Mov Cap-2 Maneuver	-	-	-	-	356	-
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	664	-

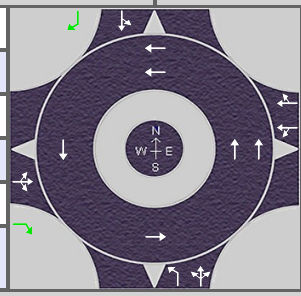
Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	356	659	-	-	1119	-
HCM Lane V/C Ratio	0.131	0.045	-	-	0.044	-
HCM Control Delay (s)	16.6	10.7	-	-	8.4	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-

HCS7 Roundabouts Report

General Information

Analyst	Thomas Hatcher, P.E.
Agency or Co.	ETM, Inc.
Date Performed	
Analysis Year	2027
Time Analyzed	
Project Description	



Site Information

Intersection	
E/W Street Name	Wildlight Pkwy
N/S Street Name	Chester Rd
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.92
Jurisdiction	Nassau County, Florida

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	2	0	0	1	1	0	0	0	1	0
Lane Assignment			LTR		LT		TR		L		LTR				LT	
Volume (V), veh/h	0	49	0	611	0	137	0	1	0	982	317	251	0	7	202	78
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	55	0	684	0	153	0	1	0	1099	355	281	0	8	226	87
Right-Turn Bypass	Non-Yielding				None				None				Non-Yielding			
Conflicting Lanes	1				2				1				2			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763		4.6453	4.3276		4.5436	4.5436			4.3276	
Follow-Up Headway (s)		2.6087		2.6667	2.5352		2.5352	2.5352			2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		55	684	153	1		920	815			234	87
Entry Volume, veh/h		53	664	149	1		893	792			227	84
Circulating Flow (v_c), pc/h	387			1509			63			1252		
Exiting Flow (v_{ex}), pc/h	289			1099			411			379		
Capacity (c_{pce}), pc/h		930		337	394		1341	1341			490	
Capacity (c), veh/h		903		327	382		1302	1302			476	
v/c Ratio (x)		0.06		0.45	0.00		0.69	0.61			0.48	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.5		22.1	9.5		12.0	10.0			16.7	
Lane LOS		A	A	C	A		B	A			C	A
95% Queue, veh		0.2		2.3	0.0		5.9	4.4			2.5	
Approach Delay, s/veh	0.3			22.0			11.1			12.2		
Approach LOS	A			C			B			B		
Intersection Delay, s/veh | LOS	9.1						A					

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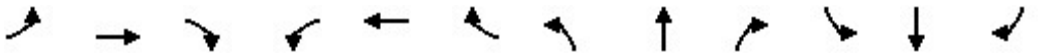
Appendix G2
(Total Traffic Conditions – Synchro Printouts with Right-Turn Overlap Phasing)

HCM 6th Signalized Intersection Summary
5: SR-200 & Chester Rd

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	1130	245	81	776	82	398	114	118	254	176	648
Future Volume (veh/h)	375	1130	245	81	776	82	398	114	118	254	176	648
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	408	1228	266	88	843	89	433	124	128	276	191	704
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	503	1557	483	185	1087	338	475	1112	496	358	991	673
Arrive On Green	0.15	0.30	0.30	0.05	0.21	0.21	0.14	0.31	0.31	0.10	0.28	0.28
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	408	1228	266	88	843	89	433	124	128	276	191	704
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	9.2	17.6	11.2	2.0	12.5	3.7	9.9	2.0	4.8	6.2	3.3	22.3
Cycle Q Clear(g_c), s	9.2	17.6	11.2	2.0	12.5	3.7	9.9	2.0	4.8	6.2	3.3	22.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	503	1557	483	185	1087	338	475	1112	496	358	991	673
V/C Ratio(X)	0.81	0.79	0.55	0.47	0.78	0.26	0.91	0.11	0.26	0.77	0.19	1.05
Avail Cap(c_a), veh/h	626	1730	537	233	1149	357	475	1112	496	384	991	673
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	25.4	23.2	36.8	29.7	26.3	34.0	19.6	20.5	34.9	22.0	23.0
Incr Delay (d2), s/veh	6.5	2.3	1.0	1.9	3.2	0.4	21.7	0.2	1.3	8.7	0.4	47.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	6.7	3.9	0.8	5.0	1.3	5.5	0.8	1.8	3.0	1.4	19.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	27.7	24.2	38.6	32.9	26.7	55.7	19.8	21.8	43.7	22.4	70.4
LnGrp LOS	D	C	C	D	C	C	E	B	C	D	C	F
Approach Vol, veh/h		1902			1020			685			1171	
Approach Delay, s/veh		29.8			32.9			42.9			56.3	
Approach LOS		C			C			D			E	

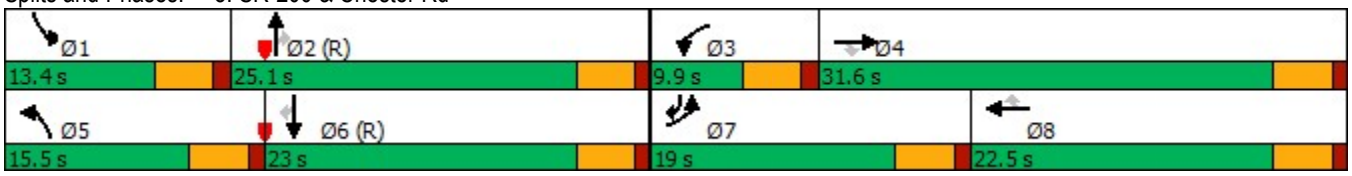
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	29.5	8.8	28.9	15.5	26.8	16.1	21.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.9	20.6	5.4	27.1	11.0	18.5	14.5	18.0
Max Q Clear Time (g_c+I1), s	8.2	6.8	4.0	19.6	11.9	24.3	11.2	14.5
Green Ext Time (p_c), s	0.1	0.9	0.0	4.8	0.0	0.0	0.5	1.8

Intersection Summary	
HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	13.4	25.1	9.9	31.6	15.5	23	19	22.5
Maximum Split (%)	16.8%	31.4%	12.4%	39.5%	19.4%	28.8%	23.8%	28.1%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	64.5	77.9	23	32.9	64.5	0	23	42
End Time (s)	77.9	23	32.9	64.5	0	23	42	64.5
Yield/Force Off (s)	73.4	18.5	28.4	60	75.5	18.5	37.5	60
Yield/Force Off 170(s)	73.4	7.5	28.4	49	75.5	7.5	37.5	49
Local Start Time (s)	64.5	77.9	23	32.9	64.5	0	23	42
Local Yield (s)	73.4	18.5	28.4	60	75.5	18.5	37.5	60
Local Yield 170(s)	73.4	7.5	28.4	49	75.5	7.5	37.5	49

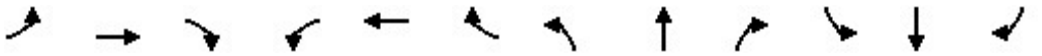
Intersection Summary	
Cycle Length	80
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 5: SR-200 & Chester Rd



HCM 6th Signalized Intersection Summary
5: SR-200 & Chester Rd

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	743	1032	396	174	1432	169	356	277	101	203	229	438
Future Volume (veh/h)	743	1032	396	174	1432	169	356	277	101	203	229	438
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	808	1122	430	189	1557	184	387	301	110	221	249	476
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	833	2412	749	253	1555	483	402	739	330	286	620	659
Arrive On Green	0.24	0.47	0.47	0.07	0.30	0.30	0.12	0.21	0.21	0.08	0.17	0.17
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	808	1122	430	189	1557	184	387	301	110	221	249	476
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	25.5	16.3	21.6	5.9	33.5	10.0	12.3	8.1	6.5	6.9	6.8	19.2
Cycle Q Clear(g_c), s	25.5	16.3	21.6	5.9	33.5	10.0	12.3	8.1	6.5	6.9	6.8	19.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	833	2412	749	253	1555	483	402	739	330	286	620	659
V/C Ratio(X)	0.97	0.47	0.57	0.75	1.00	0.38	0.96	0.41	0.33	0.77	0.40	0.72
Avail Cap(c_a), veh/h	833	2412	749	349	1555	483	402	739	330	390	620	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	19.6	21.0	50.0	38.3	30.1	48.4	37.7	37.1	49.4	40.3	26.9
Incr Delay (d2), s/veh	24.1	0.1	1.1	5.7	23.1	0.5	35.1	1.7	2.7	6.4	1.9	6.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	6.4	8.0	2.7	17.0	3.9	7.2	3.7	2.8	3.2	3.2	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	19.8	22.1	55.6	61.4	30.6	83.4	39.4	39.8	55.8	42.2	33.6
LnGrp LOS	E	B	C	E	F	C	F	D	D	E	D	C
Approach Vol, veh/h		2360			1930			798			946	
Approach Delay, s/veh		35.8			57.9			60.8			41.1	
Approach LOS		D			E			E			D	

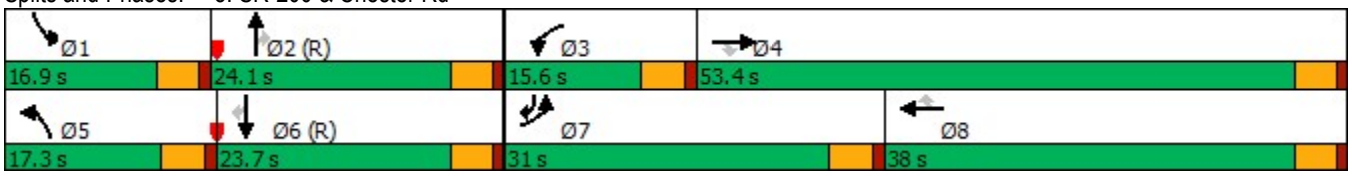
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	27.4	12.5	56.5	17.3	23.7	31.0	38.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	12.4	19.6	11.1	48.9	12.8	19.2	26.5	33.5
Max Q Clear Time (g_c+I1), s	8.9	10.1	7.9	23.6	14.3	21.2	27.5	35.5
Green Ext Time (p_c), s	0.2	1.6	0.2	11.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.0
HCM 6th LOS	D

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	16.9	24.1	15.6	53.4	17.3	23.7	31	38
Maximum Split (%)	15.4%	21.9%	14.2%	48.5%	15.7%	21.5%	28.2%	34.5%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	92.7	109.6	23.7	39.3	92.7	0	23.7	54.7
End Time (s)	109.6	23.7	39.3	92.7	0	23.7	54.7	92.7
Yield/Force Off (s)	105.1	19.2	34.8	88.2	105.5	19.2	50.2	88.2
Yield/Force Off 170(s)	105.1	8.2	34.8	77.2	105.5	8.2	50.2	77.2
Local Start Time (s)	92.7	109.6	23.7	39.3	92.7	0	23.7	54.7
Local Yield (s)	105.1	19.2	34.8	88.2	105.5	19.2	50.2	88.2
Local Yield 170(s)	105.1	8.2	34.8	77.2	105.5	8.2	50.2	77.2

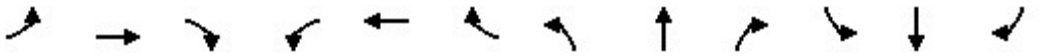
Intersection Summary	
Cycle Length	110
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 5: SR-200 & Chester Rd



HCM 6th Signalized Intersection Summary
3: SR-200 & Felmor Rd

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	2032	103	428	2403	46	108	25	298	41	26	44
Future Volume (veh/h)	10	2032	103	428	2403	46	108	25	298	41	26	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	2209	112	465	2612	50	117	27	324	45	28	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	2207	685	464	3092	960	251	279	649	245	88	151
Arrive On Green	0.09	0.43	0.43	0.26	0.61	0.61	0.04	0.15	0.15	0.03	0.14	0.14
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	619	1061
Grp Volume(v), veh/h	11	2209	112	465	2612	50	117	27	324	45	0	76
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1679
Q Serve(g_s), s	0.8	60.5	6.0	36.5	57.8	1.4	5.1	1.7	20.9	3.0	0.0	5.7
Cycle Q Clear(g_c), s	0.8	60.5	6.0	36.5	57.8	1.4	5.1	1.7	20.9	3.0	0.0	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	156	2207	685	464	3092	960	251	279	649	245	0	239
V/C Ratio(X)	0.07	1.00	0.16	1.00	0.84	0.05	0.47	0.10	0.50	0.18	0.00	0.32
Avail Cap(c_a), veh/h	156	2207	685	464	3355	1042	251	279	649	256	0	239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.7	39.7	24.3	51.8	22.3	6.5	52.7	51.4	30.7	49.3	0.0	54.0
Incr Delay (d2), s/veh	0.2	19.4	0.1	42.1	2.0	0.0	1.4	0.7	2.7	0.4	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	27.4	2.2	21.0	20.8	0.6	1.4	0.9	8.2	1.4	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	59.2	24.4	93.8	24.3	6.6	54.1	52.1	33.4	49.6	0.0	57.4
LnGrp LOS	E	F	C	F	C	A	D	D	C	D	A	E
Approach Vol, veh/h		2332			3127			468			121	
Approach Delay, s/veh		57.5			34.4			39.6			54.5	
Approach LOS		E			C			D			D	

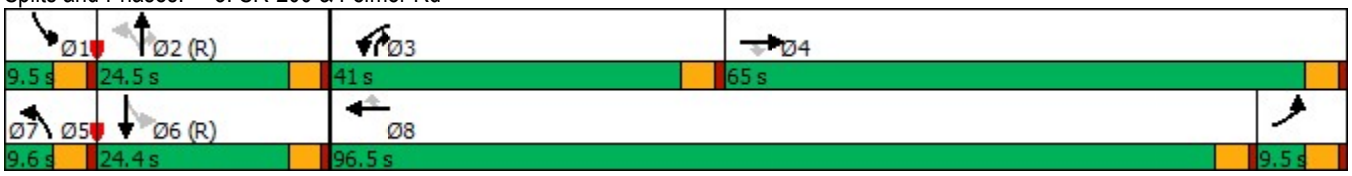
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	25.4	41.0	65.0	9.6	24.4	16.7	89.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	20.0	36.5	60.5	5.1	19.9	5.0	92.0
Max Q Clear Time (g_c+I1), s	5.0	22.9	38.5	62.5	7.1	7.7	2.8	59.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.2	0.0	24.9

Intersection Summary	
HCM 6th Ctrl Delay	44.1
HCM 6th LOS	D

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	9.5	24.5	41	65	9.6	24.4	9.5	96.5
Maximum Split (%)	6.8%	17.5%	29.3%	46.4%	6.9%	17.4%	6.8%	68.9%
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	5	5	5	5	5	5	3	5
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	130.4	139.9	24.4	65.4	130.4	0	120.9	24.4
End Time (s)	139.9	24.4	65.4	130.4	0	24.4	130.4	120.9
Yield/Force Off (s)	135.4	19.9	60.9	125.9	135.5	19.9	125.9	116.4
Yield/Force Off 170(s)	135.4	8.9	60.9	114.9	135.5	8.9	125.9	105.4
Local Start Time (s)	130.4	139.9	24.4	65.4	130.4	0	120.9	24.4
Local Yield (s)	135.4	19.9	60.9	125.9	135.5	19.9	125.9	116.4
Local Yield 170(s)	135.4	8.9	60.9	114.9	135.5	8.9	125.9	105.4

Intersection Summary	
Cycle Length	140
Control Type	Actuated-Coordinated
Natural Cycle	140
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 3: SR-200 & Felmor Rd



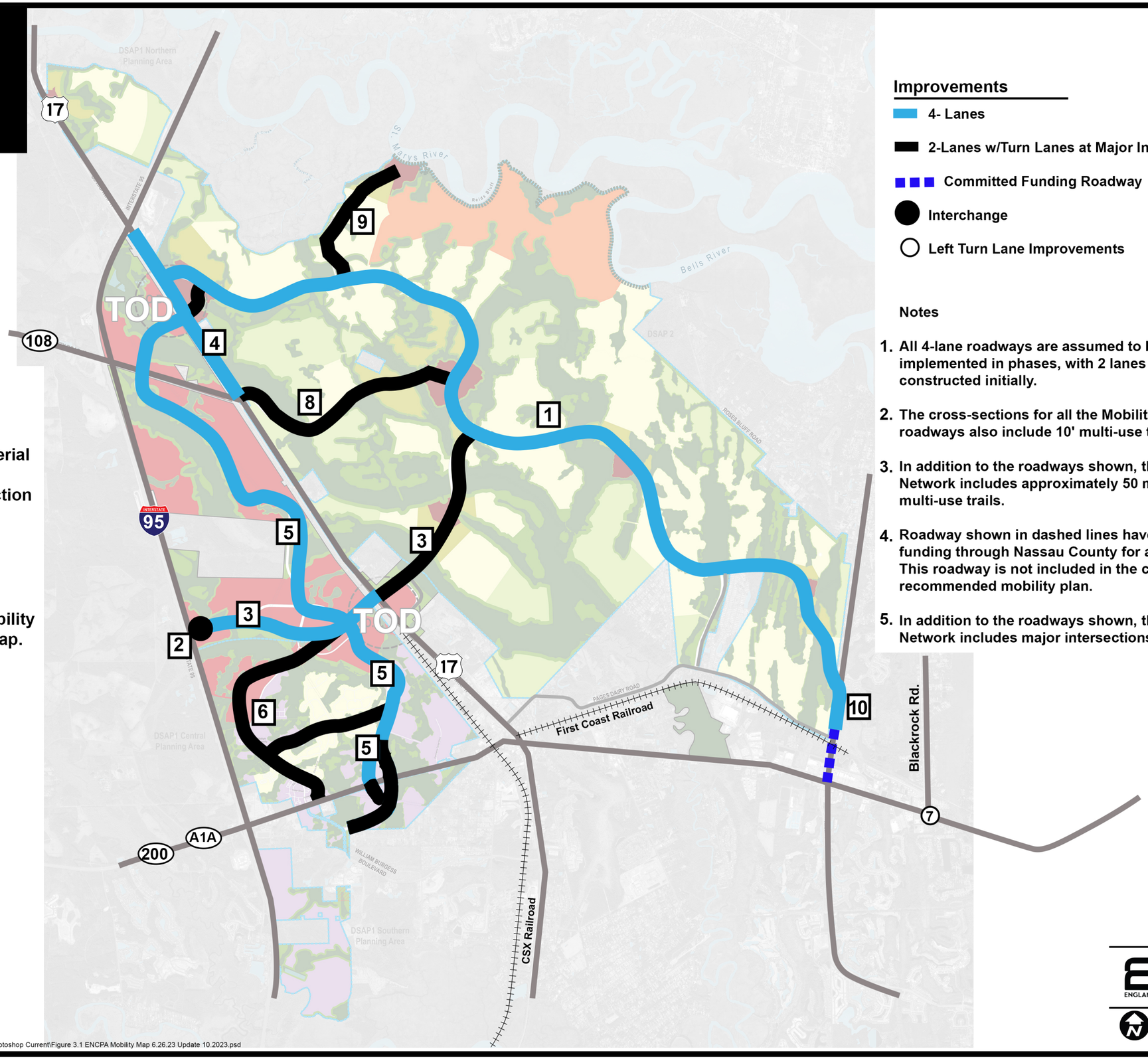
Appendix H
(Exhibit H – Proposed ENCPA Mobility Network Improvements)

ENCPA Mobility Improvement Map

Mobility Network Cost Components (on map)

1. Wildlight Parkway
2. New I-95 Interchange
3. Central Connector
4. US 17 Widening
5. North-South Regional Center Arterial
6. DSAP Western Loop Collector
7. SR A1A at Blackrock Rd. intersection left turn lane improvements
8. CR 108 Connector
9. Resort Road
10. Chester Road

Internal trails are included in the Mobility Network but are not shown on the map.



Improvements

- 4- Lanes
- 2-Lanes w/Turn Lanes at Major Intersections
- Committed Funding Roadway
- Interchange
- Left Turn Lane Improvements

Notes

1. All 4-lane roadways are assumed to be implemented in phases, with 2 lanes constructed initially.
2. The cross-sections for all the Mobility Network roadways also include 10' multi-use trails.
3. In addition to the roadways shown, the Mobility Network includes approximately 50 miles of separate multi-use trails.
4. Roadway shown in dashed lines have committed funding through Nassau County for additional lanes. This roadway is not included in the cost for the recommended mobility plan.
5. In addition to the roadways shown, the Mobility Network includes major intersections.

ETM
ENGLAND-THIMS & MILLER, INC.

0 1,700 3,400 Feet

T:\2019\19-239\19-239-01 - Rayonier Work\19-239-01-026 DSAP2-PDP4\Graphics\2 _Photoshop Current\Figure 3.1 ENCPA Mobility Map 6.26.23 Update 10.2023.psd