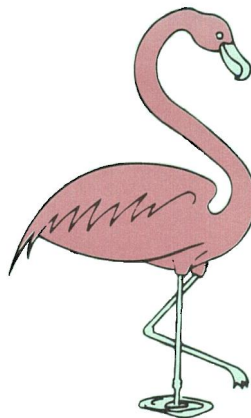


**DEERFIELD LAKES
RECREATIONAL VEHICLE RESORT
TRAFFIC ACCESS STUDY**

NASSAU COUNTY, FLORIDA

August 2019



BUCKHOLZ TRAFFIC



**BUCKHOLZ TRAFFIC
3585 KORI ROAD
JACKSONVILLE, FLORIDA 32257
(904) 886-2171 jwbuckholz@aol.com**

August 21, 2019

Mr. Kenneth Greene
Kenneth L. Greene Contractor LLC
54221 Evergreen Trail
Callahan, Florida 32011

Re: Deerfield Lakes Recreational Vehicle Resort, Traffic Access Study

Dear Mr. Greene:

Attached is the updated Traffic Access Study for this development. The development will be located on the east side of Lem Turner Road (SR 115) approximately 1 mile north of the Duval County line in southwest Nassau County.

If you have any questions or comments regarding this study, please contact me.

Sincerely,

Jeffrey W. Buckholz, P.E., PTOE
Principal

This item has been digitally signed and sealed by Jeffrey W. Buckholz, P.E. on 8/21/19. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

INTRODUCTION

This development involves the construction of a 450 site recreational vehicle resort on the site of the existing Deerfield Lakes Golf Course. The new RV resort will include a swimming area and other water features that will also be open to the public. 9 holes of the existing 18-hole golf course will remain in use and the smaller golf course will be open to both campers and the public. Access to the development, including the golf course, will be provided from a single driveway on Lem Turner Road located approximately 400 feet south of the existing golf course entrance (Deerfield Country Club Road). Lem Turner Road (SR 115) is a two-lane undivided urban minor arterial with a posted speed limit of 50 mph in each direction and an access management classification of 4. Lem Turner Road has a general pavement width of 32 feet (two 12-foot lanes and two 4-foot paved shoulders) in the vicinity of the site. It is expected that the development will be completed and fully operational by the end of 2024. Consequently, 2024 has been chosen as the design year for this study. Appendix A contains the currently proposed site plan and Figure 1 shows the site location and surrounding road network.

EXISTING TRAFFIC VOLUMES

Buckholz Traffic personnel conducted a weekday PM peak period (4:00 to 6:00 PM) manual turning movement count at the Lem Turner Road/Deerfield Country Club Road intersection during August of 2019 with school in session. This count, which is provided in Appendix B, was collected at 15-minute intervals and include a separate tabulation for commercial vehicles. The peak hour volumes obtained from this count are shown in Figure 2.

Appendix C contains FDOT traffic data which indicates that the Average Daily Traffic (ADT) along this section of Lem Turner Road is about 11,000 vehicles per day with the weekday PM peak hour being the critical period. A linear regression analysis of recent FDOT counts included in Appendix C reveals that traffic along Lem Turner Road has been growing at an average annual rate of 2.3% per year over the last 5 years. Nassau County traffic count seasonal adjustment factors are also included in Appendix C.

TRIP GENERATION

Trip generation calculations were carried out using the 10th edition of ITE's Trip Generation Manual and referencing land use codes 416 (Campground/Recreational Vehicle Park) and 430 (Golf Course). Tables 1 and 2 contain the expected daily, weekday AM peak hour, and weekday PM peak hour trip generation calculations for the RV park and the golf course.

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The ITE data does not include daily trip generation information for an RV Park, and since there is some question as to the level of Friday PM peak hour trip-making for such a park, Buckholz Traffic personnel counted two local RV Parks in the Flamingo Lake RV Resort and the Pecan Park RV Resort. The collected traffic data and associated trip generation rate calculation (trips per occupied site) is provided in Appendix D. Machine counts using pneumatic tubes were conducted for a 10-day period in early February 2018 at both resorts and corresponding manual counts were conducted during the Friday PM peak period. Since tube counts are subject to errors when vehicles do not travel straight across the tubes, when vehicles with more than two axles cross the tubes, and when two different vehicles simultaneously activate the tube, the manual counts were used to modify the machine counts via a set of adjustment factors (0.91 for Flamingo Lake and 0.88 for Pecan Park).

Table D-1 summarizes the results of the local counts. An average daily trip rate of 3.10 trips per occupied site is derived from the counts. The local weekday AM peak hour trip rate (0.18 trips per occupied site) is similar to the ITE rate for a large RV resort while the local weekday PM peak hour trip rate (0.32 trips per occupied site) is considerably higher than the ITE rate. The local Friday PM peak hour rate (0.33) and both the local Saturday (0.33) and local Sunday (0.34) peak hour rates are similar to the local weekday PM peak hour rate.

Table D-2 provides the calculations for the composite weekday peak hour trip rates which are obtained by taking the weighted average of the local trip rates and the ITE trip rates. 0.17 trips per occupied site is the resulting weekday AM peak hour rate and 0.20 trips per occupied site is the resulting weekday PM peak hour rate.

Table 3 contains estimated trip-making for the water features associated with the RV park. These trip generation values were taken from a trip generation study for swimming pools (natatoriums) conducted by Buckholz Traffic in 2015 (see Table 3 and Appendix E).

For the purposes of this study all generated trips are considered new trips and, to be conservative, no reduction was made for internal trip-making although some would be expected. Also, the RV park was assumed to be 100% full for trip generation purposes, another conservative assumption. Finally, no trip reduction was made to reflect the down-sizing of the existing golf course, yet another item that can be expected to produce conservatively high trip generation results. Table 4 summarizes the trip generation results. During an average weekday, the development is expected to generate 2414 total trips (1207 entering and 1207 exiting) with 131 total trips (61 entering and 70 exiting) occurring during the AM peak hour, and 194 total trips (117 entering and 77 exiting) occurring during the PM peak hour.

EXISTING ZONING TRIP GENERATION

The existing zoning of the site would allow 251 single family dwelling units to replace the existing golf course. As is shown in Table 5, this development would be expected to produce 2424 daily trips in comparison to 2414 daily trips for the proposed RV Park. The number of weekday AM peak hour trips for the single family dwelling units would be 183 trips in comparison to 131 for the proposed RV park. The number of weekday PM peak hour trips would be 246 trips in comparison to 194 for the proposed RV park.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

Peak hour trips were directionally distributed based on the results of an ABM (Activity Based Model) NERPM run. The 2025 NERPM roadway network with 2021 NERPM socio-economic data was used and both AM peak period and PM peak period runs were made. A new zonal centroid was added to the model at the location of the site with a centroid connector installed to Lem Turner Road. The new zone was loaded with 450 hotel units and a hotel population of 900. The model results are provided in Appendix F with the corresponding model trip distribution percentages summarized in Figure 3.

The weekday AM peak hour and the weekday PM peak hour site traffic assignment for the development are provided in Figure 4. The values contained in this figure were obtained by multiplying the Table 4 total trip generation by the corresponding directional trip distribution percentages contained in Figure 3.

FUTURE TRAFFIC VOLUMES

The year 2024 critical weekday PM peak hour No Build traffic volumes were obtained by multiplying our weekday PM peak hour counts by the appropriate seasonal adjustment factor (0.99) and then by the yearly growth factor (1.12). Year 2024 weekday PM peak hour Build traffic volumes were then obtained by adding the site traffic contained in Figure 4 to the corresponding 2024 peak hour No Build traffic volumes. The results are provided in Figure 5.

ACCESS EVALUATION

A formal analysis was made to determine if a right turn lane is warranted on Lem Turner Road at the new site drive under 2024 Build conditions. The methodology contained in NCHRP Report #279 was used to conduct this analysis. The results indicate that traffic volumes on Lem Turner Road will not be high enough to warrant a right turn lane. The supporting calculations and associated graph are contained in Figure 6.

BUCKHOLZ TRAFFIC

A formal analysis was also made to determine if a left turn lane is warranted on Lem Turner Road at the new site drive under 2024 Build conditions. The methodology contained in a paper written by M.D. Harmelink entitled: "Volume Warrants for Left Turn Storage Lanes at Unsignalized Grade Intersections" was used to conduct this evaluation. The results indicate that traffic volumes on Lem Turner Road will be high enough to warrant a left turn lane. The supporting calculations and associated graph are provided in Figure 7.

INTERSECTION CAPACITY ANALYSIS

The new Lem Turner Road/Site Drive intersection was analyzed using the two-way stop control methodology contained in Chapter 20 of the Sixth Edition of the Highway Capacity Manual. Table 6 contains the capacity analysis results with the supporting calculations provided in Appendix G. Capacity analyses reveal that, under 2024 Build conditions, all minor movements are expected to operate at a reasonable level of service during the weekday PM peak hour with minimal queuing and delay. Adding a second approach lane reduces the expected 95th percentile queue and the volume-to-capacity ratio for the side street approach.

RECOMMENDATIONS

Based on our analysis the following recommendations are made:

- One ingress lane and two egress lanes (an exclusive left turn lane and an exclusive right turn lane) should be provided for the new site drive.
- An exclusive left turn lane should be installed on Lem Turner Road at the new site drive.

The site circulation and parking plan that is ultimately developed for the proposed development should be reviewed and approved by a traffic engineer prior to construction.

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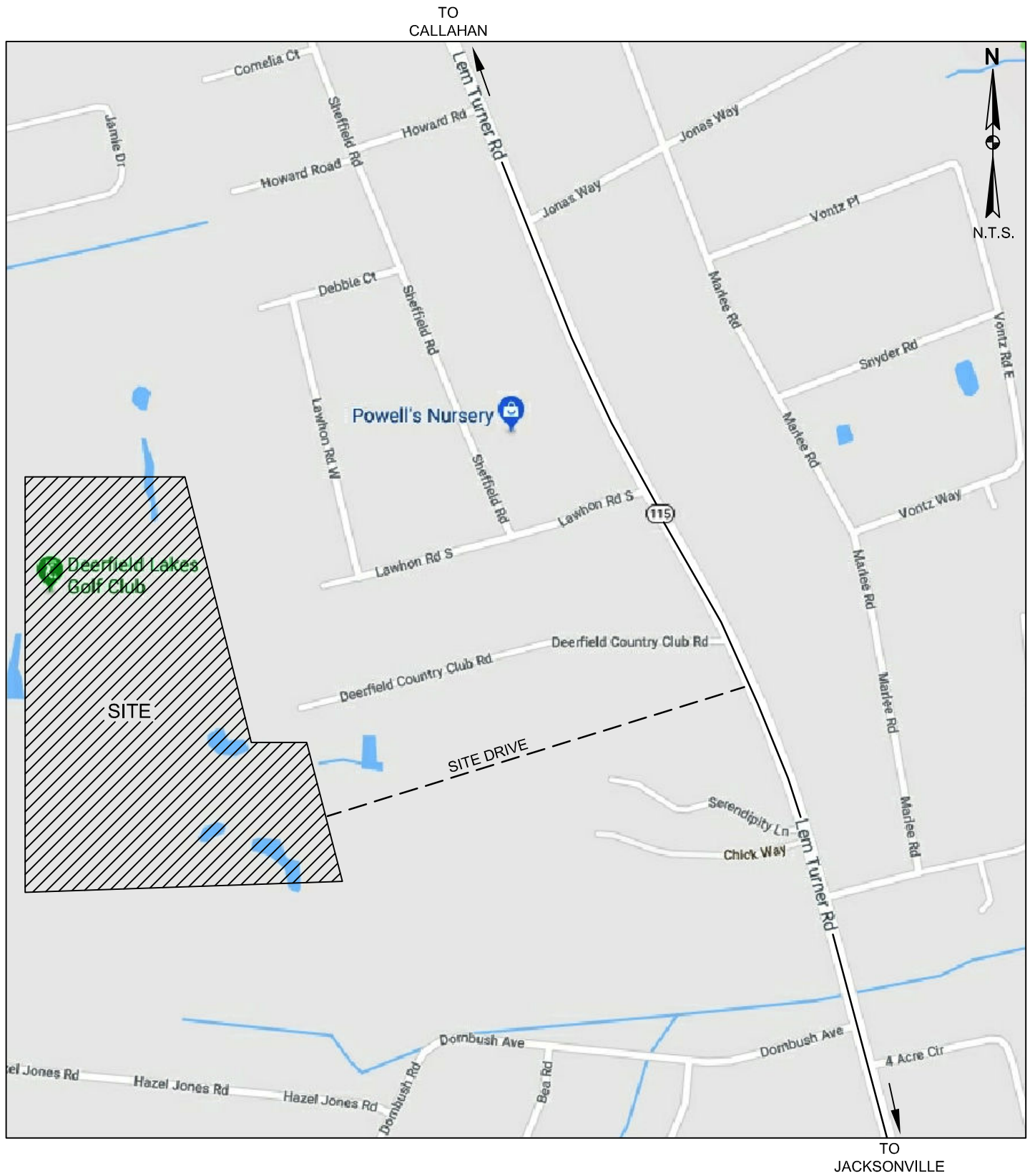
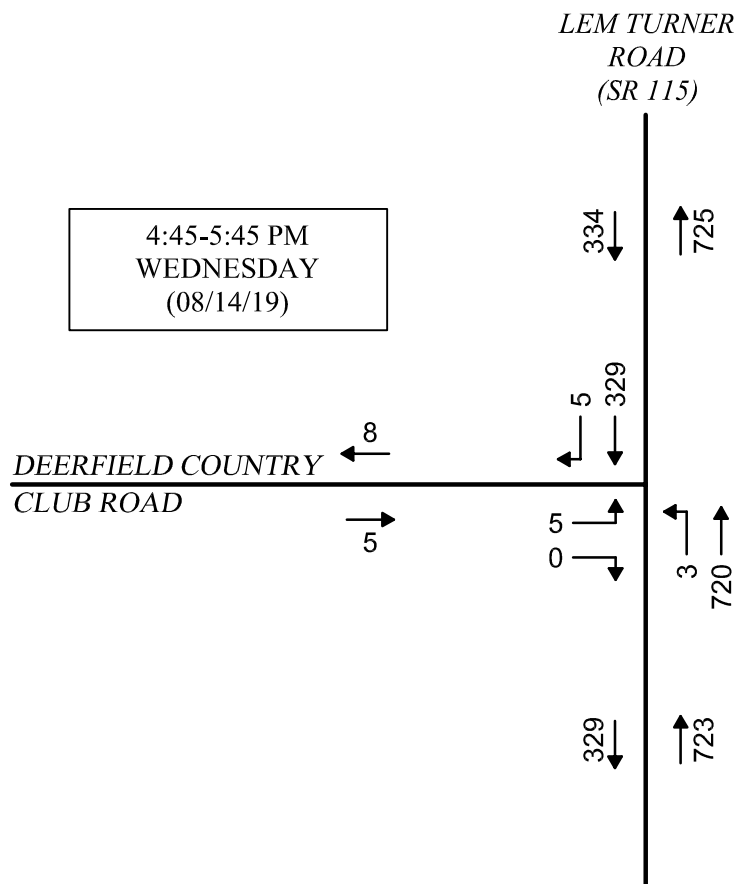


FIGURE 1

SITE LOCATION





Buckholz Traffic

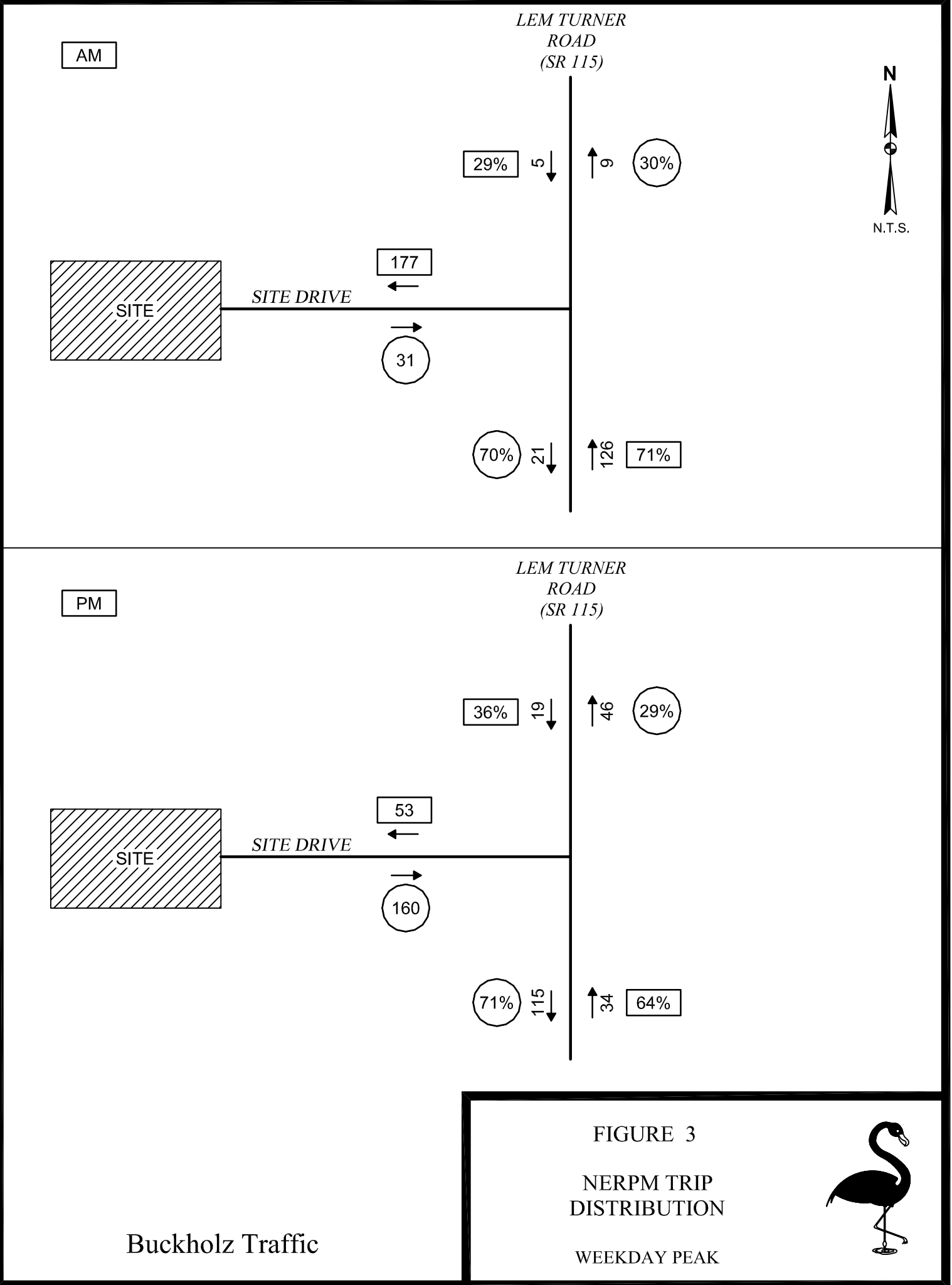
FIGURE 2

TRAFFIC COUNTS

WEEKDAY PM PEAK HOUR



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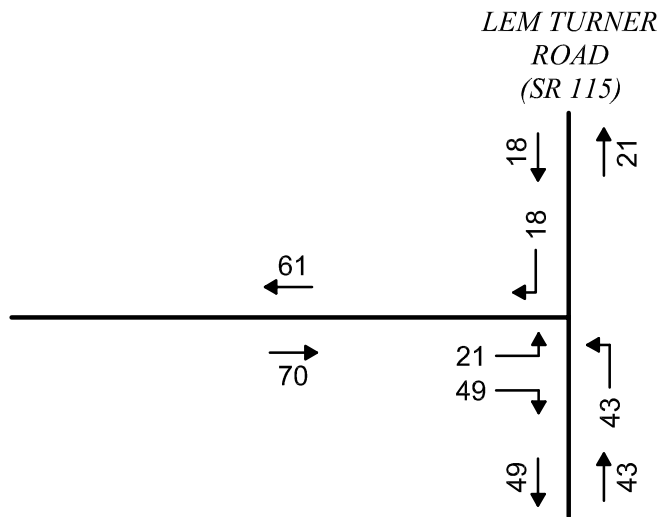
Buckholz Traffic

FIGURE 3
NERPM TRIP
DISTRIBUTION
WEEKDAY PEAK



AM

61	IN
70	OUT



PM

117	IN
77	OUT

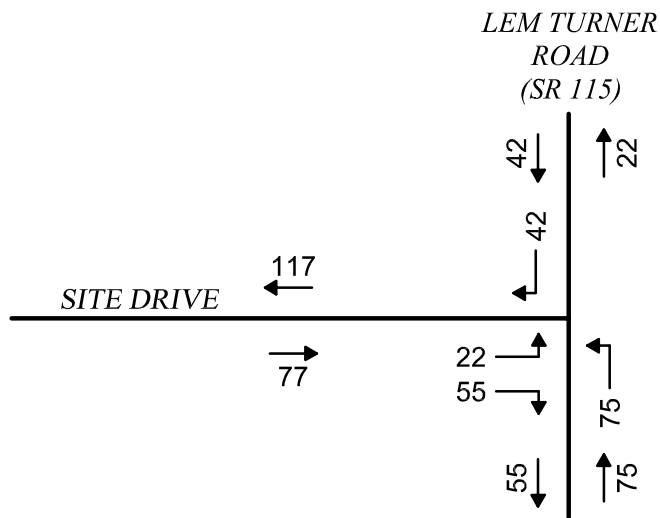


FIGURE 4

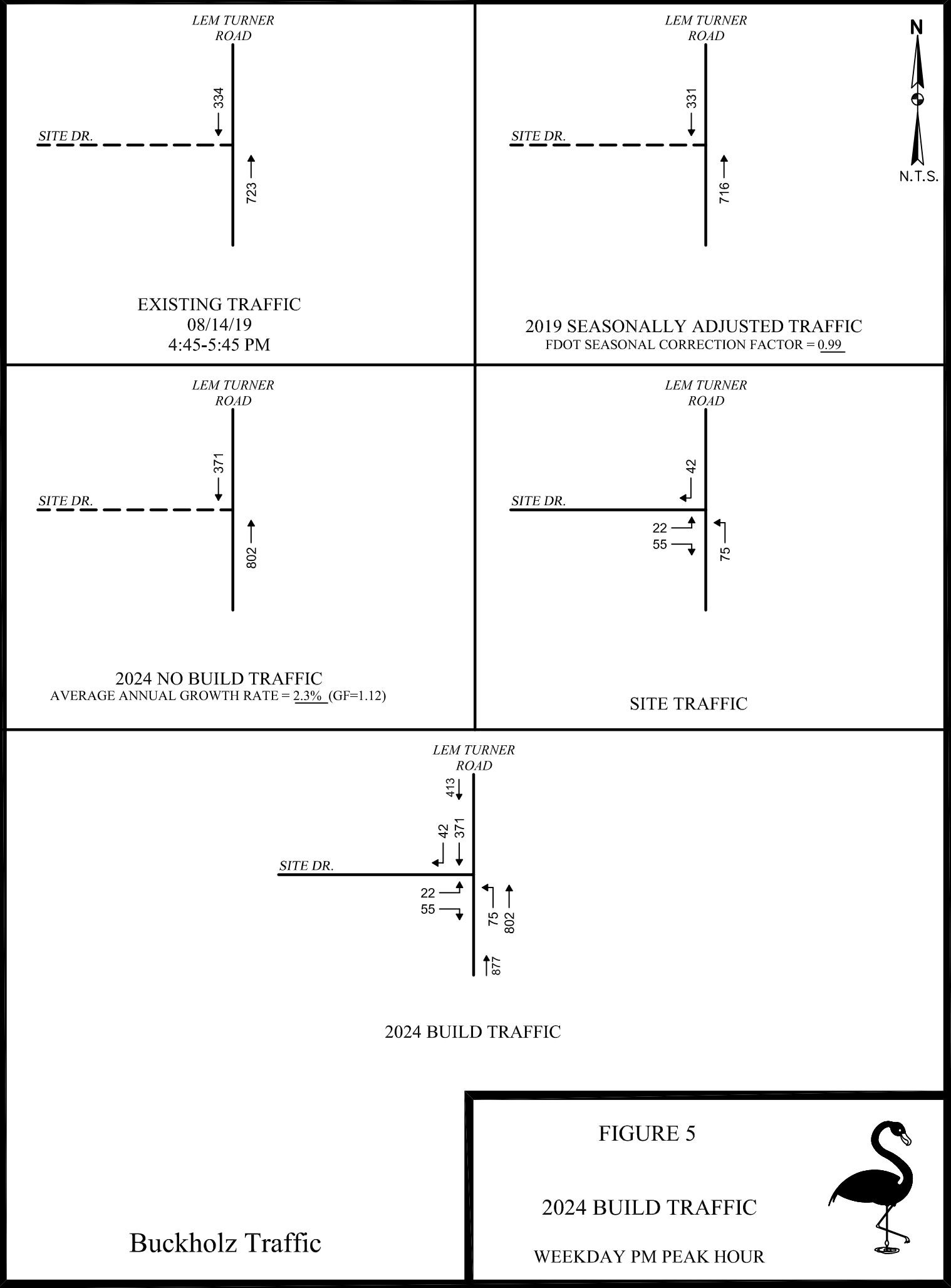
SITE TRAFFIC

WEEKDAY PEAK HOURS

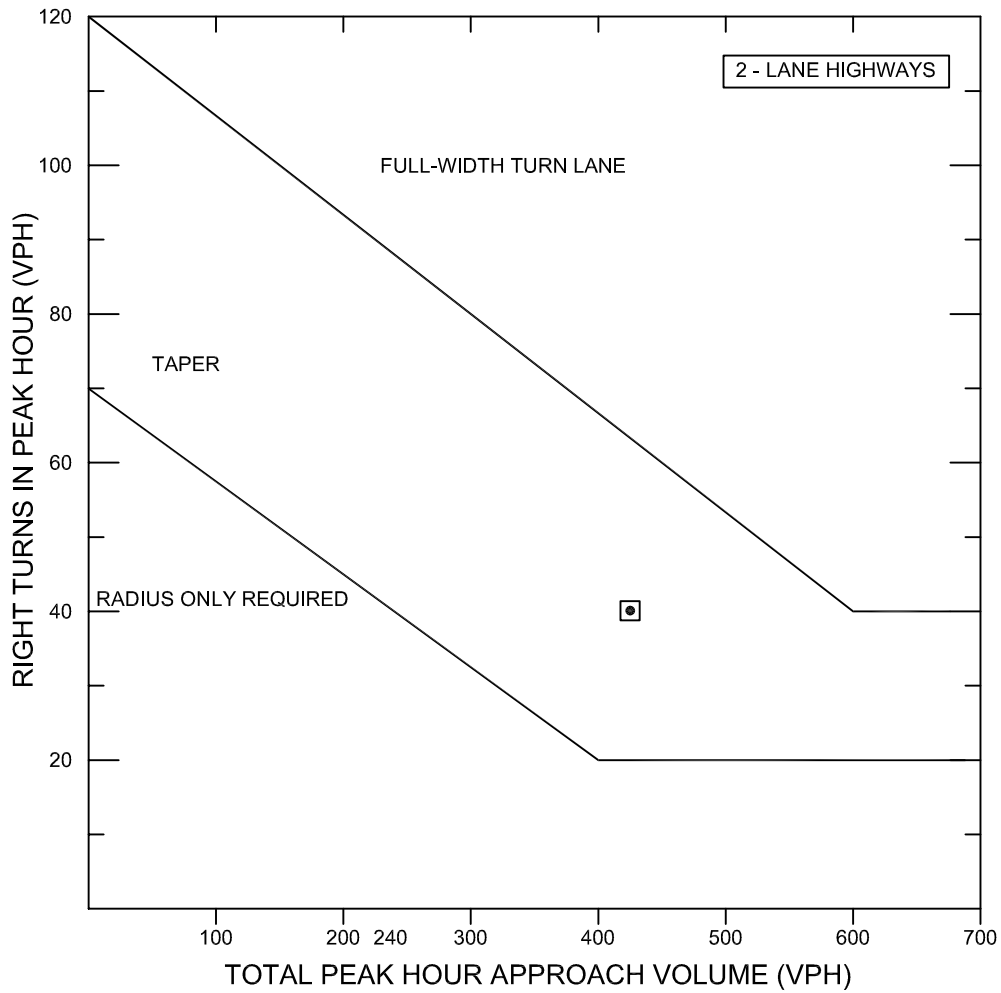


Buckholz Traffic

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LEM TURNER ROAD AT SITE DRIVE



NOMOGRAPH FOR RIGHT TURN LANES

SOURCE: TRANSPORTATION RESEARCH BOARD NCHRP REPORT #279

□ WEEKDAY PM PEAK
HOUR

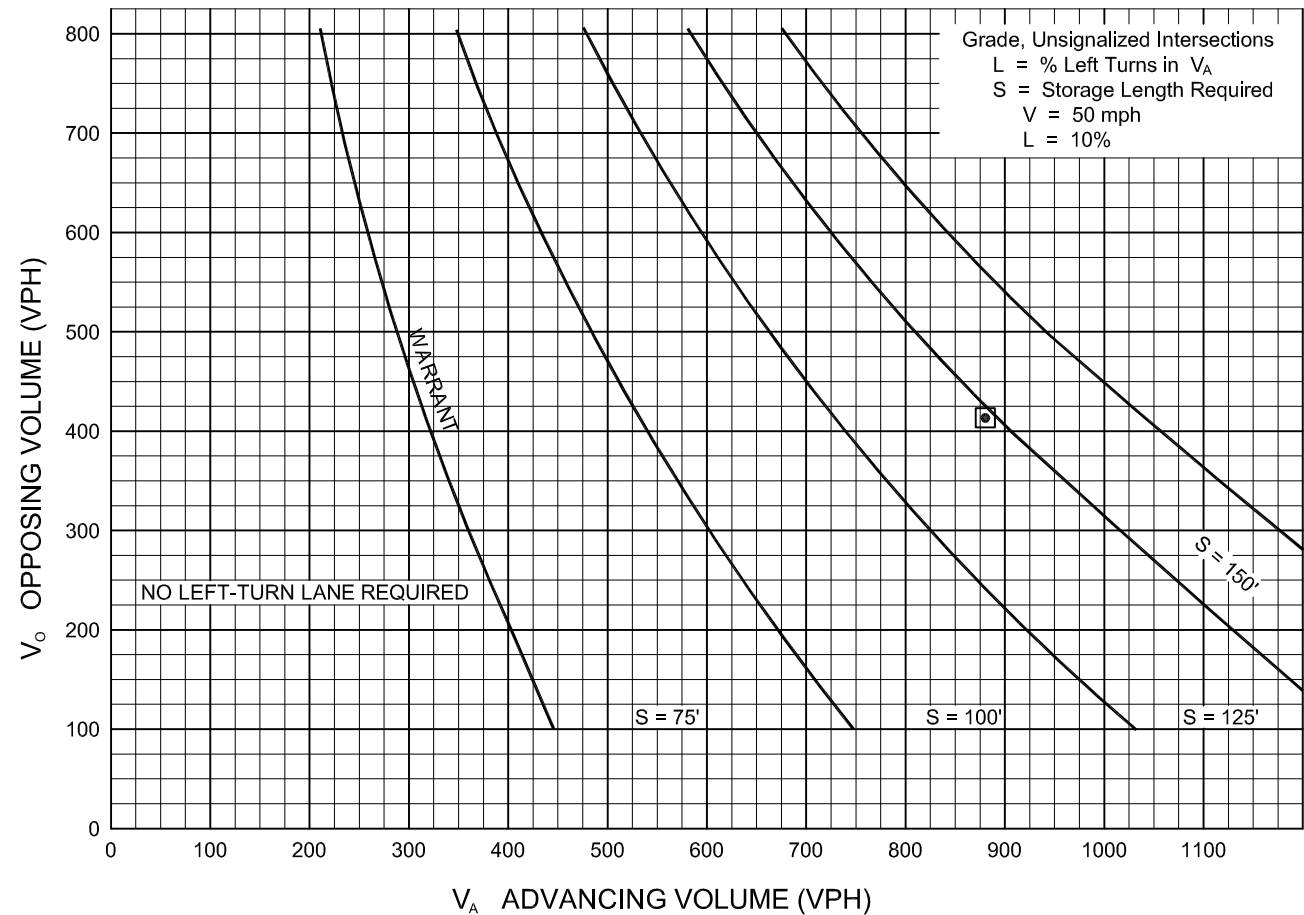
V_A	413
V_R	42

FIGURE 6

RIGHT TURN LANE
EVALUATION



LEM TURNER ROAD AT SITE DRIVE



WARRANT FOR LEFT-TURN LANES ON TWO-LANE HIGHWAYS

PM PEAK HOUR

$V_A = 877$
$V_O = 413$
$V_L = 75$
$\%LT = \frac{75}{877} = 9\%$

FIGURE 7

LEFT TURN LANE
EVALUATION



SOURCE: HARMELINK

TABLE 1

WEEKDAY TRIP GENERATION CALCULATIONS

CAMPGROUND/RECREATIONAL VEHICLE PARK

Land Use Code 416

T = Number of Vehicle Trip Ends

X = Number of Occupied Camp Sites = 450

<u>TIME PERIOD</u>	TOTAL TRIP GENERATION <u>EQUATION</u>	TOTAL TRIP <u>ENDS</u>	<u>PERCENT</u> <u>ENTERING</u>	<u>PERCENT</u> <u>EXITING</u>	TOTAL TRIP ENDS <u>ENTERING</u>	TOTAL TRIP ENDS <u>EXITING</u>
AVERAGE WEEKDAY						
Daily	T = 3.10 (X)	1396	50%	50%	698	698
AM Peak Hour	T = 0.17 (X)	77	36%	64%	28	49
PM Peak Hour	T = 0.20 (X)	90	65%	35%	58	32

NOTE: Daily trip generation rate from Flamingo Lakes and Pecan Park counts

SOURCE: Institute of Transportation Engineers, "Trip Generation", 10th Edition (2017)
Supplemented with Local Counts (see Appendix D)

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TABLE 2

TRIP GENERATION CALCULATIONS

GOLF COURSE

Land Use Code 430

T = Number of Vehicle Trip Ends

X = Number of Holes = 9

<u>TIME PERIOD</u>	<u>TRIP GENERATION EQUATION</u>	<u>TOTAL TRIP ENDS</u>	<u>PERCENT ENTERING</u>	<u>PERCENT EXITING</u>	<u>TOTAL TRIP ENDS ENTERING</u>	<u>TOTAL TRIP ENDS EXITING</u>
--------------------	-------------------------------------	--------------------------------	-----------------------------	----------------------------	---	--

AVERAGE WEEKDAY

Daily	$T = 34.93 (X) - 102.33$	212	50%	50%	106	106
AM Peak Hour	$\ln(T) = 0.91 \ln(X) + 0.77$	16	79%	21%	13	3
PM Peak Hour	$T = 2.91 (X)$	26	53%	47%	14	12

SOURCE: Institute of Transportation Engineers, "Trip Generation", 9th Edition (2012)

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TABLE 3 - NATATORIUM TRIPS

		WEEKDAY PEAK HOURS			AM			PM		
					ENTER	EXIT	BOTH	ENTER	EXIT	BOTH
GA Site	Tues				31	32	63	72	58	130
	Wed				21	32	53	65	47	112
	Thur				19	37	56	64	51	115
8-9 am 4-5 pm	Tues				32	22	54	62	51	113
	Wed				24	28	52	55	39	94
	Thur				16	21	37	69	53	122
FL Site	Tues				30	9	39	34	19	53
	Wed				16	6	22	38	30	68
	Thur				23	4	27	38	18	56
4-5 pm	Tues						23			34
	Wed						17			44
	Thur						32			45
SC Site	Tues						30			40
	Wed						22			55
	Thur						44			87
Average:					24	21	38	55	41	78
Directional Percentage:					53%	47%		57%	43%	
Directional Volumes With BOTH as Control					20	18		45	33	

		DAILY		
GA Site	Tues	962		
	Wed	1104		
	Thur	988		
	Tues	852		
	Wed	898		
	Thur	754		
FL Site	Tues	384		
	Wed	426		
	Thur	402		
	Tues	345		
	Wed	402		
	Thur	403		
SC Site	Tues	410		
	Wed	491		
	Thur	797		
Average:		926	394	566
		<u>AVERAGE</u> 629		

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TABLE 4
TOTAL WEEKDAY TRIP GENERATION

<u>TIME PERIOD</u>	<u>TOTAL TRIP ENDS</u>	<u>TOTAL TRIP ENDS ENTERING</u>	<u>TOTAL TRIP ENDS EXITING</u>
--------------------	--------------------------------	---	--

AVERAGE WEEKDAY

Daily	2414	1207	1207
RV Park	1396	698	698
Golf Course	212	106	106
Natatorium	806	403	403

AM Peak Hour	131	61	70
RV Park	77	28	49
Golf Course	16	13	3
Natatorium	38	20	18

PM Peak Hour	194	117	77
RV Park	90	58	32
Golf Course	26	14	12
Natatorium	78	45	33

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TABLE 5

TRIP GENERATION CALCULATIONS

SINGLE FAMILY DWELLING UNITS

Land Use Code 210

T = Number of Vehicle Trip Ends

X = Number of Dwelling Units = 251

<u>TIME PERIOD</u>	<u>TRIP GENERATION EQUATION</u>	<u>TOTAL TRIP ENDS</u>	<u>PERCENT ENTERING</u>	<u>PERCENT EXITING</u>	<u>TOTAL TRIP ENDS ENTERING</u>	<u>TOTAL TRIP ENDS EXITING</u>
WEEKDAY						
Daily	$\ln(T) = 0.92\ln(X) + 2.71$	2424	50%	50%	1212	1212
AM Peak Hour	$T = 0.71 (X) + 4.80$	183	25%	75%	46	137
PM Peak Hour	$\ln(T) = 0.96\ln(X) + 0.20$	246	63%	37%	155	91

SOURCE: Institute of Transportation Engineers, "Trip Generation", 10th Edition (2017)

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TABLE 6
UNSIGNALIZED INTERSECTION CAPACITY RESULTS
2024 BUILD CONDITIONS

LEM TURNER ROAD/ NEW SITE ENTRANCE (Without Improvements)	WEEKDAY PM PEAK HOUR				
	Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
	Northbound Left Turn	A	8.6 sec/veh	0.06	< 1
	Eastbound Approach	D	27.0 sec/veh	0.36	1.5

LEM TURNER ROAD/ NEW SITE ENTRANCE (With Improvements)	WEEKDAY PM PEAK HOUR				
	Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
	Northbound Left Turn	A	8.6 sec/veh	0.08	< 1
	Eastbound Left Turn	E	45.9 sec/veh	0.23	< 1
	Eastbound Right Turn	B	11.7 sec/veh	0.11	< 1

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APPENDIX A

SITE PLAN



Deerfield Lakes Campground

Write a description for your map.

Legend

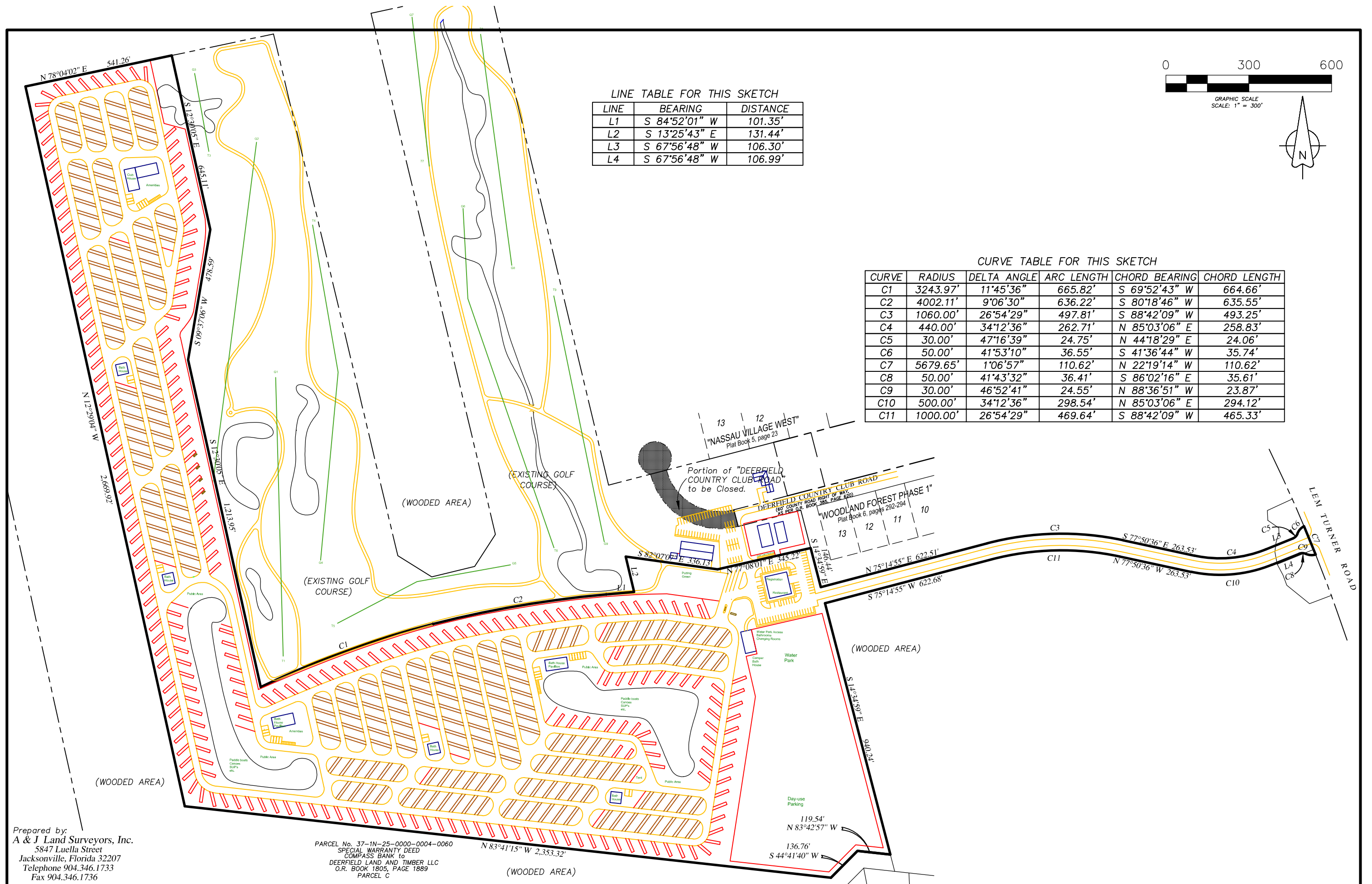
- 0
- 0
- 1
- 1 Buildings
- 1 Golf Course
- 1 Pull-throughs
- 1 Road
- 1 Utilities
- 1 Water
- Deerfield Lakes Golf Club

Google Earth

© 2017 Google

1000 ft





Prepared by:
A & J Land Surveyors, Inc.
5847 Luella Street
Jacksonville, Florida 32207
Telephone 904.346.1733
Fax 904.346.1736

PARCEL No. 37-1N-25-0000-0004-0060
SPECIAL WARRANTY DEED
COMPASS BANK to
DEERFIELD LAND AND TIMBER LLC
O.R. BOOK 1805, PAGE 1889
PARCEL C

APPENDIX B

TURNING MOVEMENT COUNTS



DAY: WEDNESDAY
DATE: 08/14/19
WEATHER: CLEAR & DRY
BEGIN TIME (MILITARY):16:00 Hrs

JW BUCKHOLZ TRAFFIC ENGINEERING INC
MANUAL TURNING MOVEMENT COUNTS
LEM TURNER RD. @ DEERFIELD COUNTRY C.
DYVAL COUNTY, FLORIDA

Site Code : 44444444
Start Date: 08/14/19
File I.D. : 081419PM
Page : 1

AUTOMOBILES, COMMERCIAL VEHICLES

LEM TURNER ROAD								LEM TURNER ROAD				DEERFIELD COUNTRY CLUB RD.					
From North								From South				From West					
Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Total	
Date 08/14/19																	
16:00	0	81	0	0	0	0	0	0	1	124	0	0	0	0	1	0	207
16:15	0	77	1	0	0	0	0	0	0	154	0	0	0	0	1	0	233
16:30	0	90	1	0	0	0	0	0	0	150	0	0	0	0	0	0	241
16:45	0	69	1	0	0	0	0	0	0	154	0	0	0	0	0	0	224
Hr Total	0	317	3	0	0	0	0	0	1	582	0	0	0	0	2	0	905
17:00	0	96	3	0	0	0	0	0	2	203	0	0	3	0	0	0	307
17:15	0	76	1	0	0	0	0	0	1	190	0	0	2	0	0	0	270
17:30	0	88	0	0	0	0	0	0	0	173	0	0	0	0	0	0	261
17:45	0	67	1	0	0	0	0	0	3	122	0	0	0	0	0	0	193
Hr Total	0	327	5	0	0	0	0	0	6	688	0	0	5	0	0	0	1031
TOTAL	0	644	8	0	0	0	0	0	7	1270	0	0	5	0	2	0	1936

Peak Hour Analysis By Entire Intersection for the Period: 16:45 to 17:45 on 08/14/19

Peak start 16:45					16:45					16:45					16:45			
Volume	0	329	5	0	0	0	0	0	0	3	720	0	0	0	5	0	0	0
Percent	0%	99%	1%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%
Pk total	334				0					723					5			
Highest	17:00				16:00					17:00					17:00			
Volume	0	96	3	0	0	0	0	0	0	2	203	0	0	0	3	0	0	0
Hi total	99				0					205					3			
PHF	.84				.0					.88					.42			

DAY: WEDNESDAY
DATE: 08/14/19
WEATHER: CLEAR & DRY
BEGIN TIME (MILITARY):16:00 Hrs

JW BUCKHOLZ TRAFFIC ENGINEERING INC
MANUAL TURNING MOVEMENT COUNTS
LEM TURNER RD. @ DEERFIELD COUNTRY C.
DYVAL COUNTY, FLORIDA

Site Code : 44444444
Start Date: 08/14/19
File I.D. : 081419PM
Page : 1

AUTOMOBILES

LEM TURNER ROAD								LEM TURNER ROAD				DEERFIELD COUNTRY CLUB RD.					
From North				From East				From South				From West					
Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Total	
Date 08/14/19																	
16:00	0	73	0	0	0	0	0	0	1	121	0	0	0	0	1	0	196
16:15	0	73	1	0	0	0	0	0	0	148	0	0	0	0	1	0	223
16:30	0	88	1	0	0	0	0	0	0	145	0	0	0	0	0	0	234
16:45	0	65	1	0	0	0	0	0	0	151	0	0	0	0	0	0	217
Hr Total	0	299	3	0	0	0	0	0	1	565	0	0	0	0	2	0	870
17:00	0	86	3	0	0	0	0	0	2	199	0	0	3	0	0	0	293
17:15	0	74	1	0	0	0	0	0	1	184	0	0	2	0	0	0	262
17:30	0	84	0	0	0	0	0	0	0	168	0	0	0	0	0	0	252
17:45	0	65	0	0	0	0	0	0	3	119	0	0	0	0	0	0	187
Hr Total	0	309	4	0	0	0	0	0	6	670	0	0	5	0	0	0	994
TOTAL	0	608	7	0	0	0	0	0	7	1235	0	0	5	0	2	0	1864

Peak Hour Analysis By Entire Intersection for the Period: 16:45 to 17:45 on 08/14/19

Peak start 16:45					16:45					16:45					16:45		
Volume	0	309	5	0	0	0	0	0	0	3	702	0	0	0	5	0	0
Percent	0%	98%	2%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%
Pk total	314					0					705					5	
Highest	17:00					16:00					17:00					17:00	
Volume	0	86	3	0	0	0	0	0	0	2	199	0	0	0	3	0	0
Hi total	89					0					201					3	
PHF	.88					.0					.88					.42	

DAY: WEDNESDAY
DATE: 08/14/19
WEATHER: CLEAR & DRY
BEGIN TIME (MILITARY):16:00 Hrs

JW BUCKHOLZ TRAFFIC ENGINEERING INC
MANUAL TURNING MOVEMENT COUNTS
LEM TURNER RD. @ DEERFIELD COUNTRY C.
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Site Code : 44444444
Start Date: 08/14/19
File I.D. : 081419PM
Page : 1

COMMERCIAL VEHICLES

LEM TURNER ROAD					LEM TURNER ROAD					DEERFIELD COUNTRY CLUB RD.											
From North					From East					From South					From West						
	Left	Thru	Right	Other		Left	Thru	Right	Other		Left	Thru	Right	Other		Left	Thru	Right	Other		
Date 08/14/19 -----																					
16:00	0	8	0	0		0	0	0	0		0	3	0	0		0	0	0	0		11
16:15	0	4	0	0		0	0	0	0		0	6	0	0		0	0	0	0		10
16:30	0	2	0	0		0	0	0	0		0	5	0	0		0	0	0	0		7
16:45	0	4	0	0		0	0	0	0		0	3	0	0		0	0	0	0		7
Hr Total	0	18	0	0		0	0	0	0		0	17	0	0		0	0	0	0		35
17:00	0	10	0	0		0	0	0	0		0	4	0	0		0	0	0	0		14
17:15	0	2	0	0		0	0	0	0		0	6	0	0		0	0	0	0		8
17:30	0	4	0	0		0	0	0	0		0	5	0	0		0	0	0	0		9
17:45	0	2	1	0		0	0	0	0		0	3	0	0		0	0	0	0		6
Hr Total	0	18	1	0		0	0	0	0		0	18	0	0		0	0	0	0		37

TOTAL	0	36	1	0		0	0	0	0		0	35	0	0		0	0	0	0		72

Peak Hour Analysis By Entire Intersection for the Period: 16:45 to 17:45 on 08/14/19

Peak start 16:45				16:45				16:45				16:45			
Volume	0	20	0	0	0	0	0	0	18	0	0	0	0	0	0
Percent	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%
Pk total	20			0				18				0			
Highest	17:00			16:00				17:15				16:00			
Volume	0	10	0	0	0	0	0	0	6	0	0	0	0	0	0
Hi total	10			0				6				0			
PHF	.50			.0				.75				.0			

APPENDIX C

FDOT TRAFFIC DATA

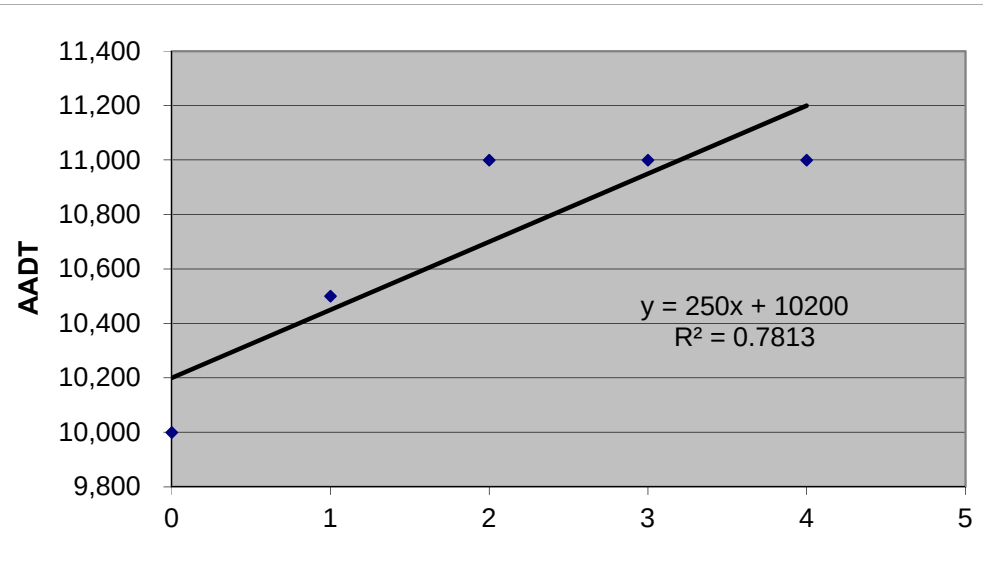


**TABLE C-1
LINEAR REGRESSION ANALYSIS**

Lem Turner Road (SR 115), At Duval County/Nassau County Line

<u>Year</u>	<u>X</u>	Actual <u>AADT (Y)</u>	Predicted <u>AADT</u>
2014	0	10,000	10,200
2015	1	10,500	10,450
2016	2	11,000	10,700
2017	3	11,000	10,950
2018	4	11,000	11,200
2019	5		11,450
2020	6		11,700
2021	7		11,950

i = 2.3%



BUCKHOLZ TRAFFIC

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 72 - DUVAL

SITE: 3914 - SR 115 AT BRIDGE NASSAU COUNTY LINE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
----	-----		-----		-----	-----	-----	-----	
2018	11000	C	N	0	S	0	9.50	55.80	2.30
2017	11000	C	N	0	S	0	9.50	56.10	2.10
2016	11000	C	N	0	S	0	9.00	56.20	2.10
2015	10500	C	N	0	S	0	9.00	56.30	1.90
2014	10000	C	N		S		9.00	56.40	1.60
2013	10000	C	N	0	S	0	9.00	57.10	1.80
2012	9700	C	N	0	S	0	9.00	57.80	2.00
2011	9600	C	N	0	S	0	9.00	56.60	1.60
2010	10000	C	N	0	S	0	9.75	56.38	2.10
2009	9600	C	N	0	S	0	9.48	57.48	2.10
2008	9700	C	N	0	S	0	9.68	57.27	2.00
2007	9900	C	N	0	S	0	9.26	57.87	1.90
2006	10000	C	N	0	S	0	9.52	57.03	2.10
2005	8500	F	N		S		9.00	56.50	13.00
2004	8400	C	N		S		9.20	58.40	3.80
2003	9300	C	N		S		9.40	53.50	3.90

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

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

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7400 NASSAU COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2018 - 01/06/2018	1.07	1.11
2	01/07/2018 - 01/13/2018	1.11	1.16
3	01/14/2018 - 01/20/2018	1.15	1.20
4	01/21/2018 - 01/27/2018	1.12	1.17
5	01/28/2018 - 02/03/2018	1.08	1.13
6	02/04/2018 - 02/10/2018	1.04	1.08
7	02/11/2018 - 02/17/2018	1.00	1.04
8	02/18/2018 - 02/24/2018	0.99	1.03
9	02/25/2018 - 03/03/2018	0.98	1.02
10	03/04/2018 - 03/10/2018	0.96	1.00
*11	03/11/2018 - 03/17/2018	0.95	0.99
*12	03/18/2018 - 03/24/2018	0.95	0.99
*13	03/25/2018 - 03/31/2018	0.96	1.00
*14	04/01/2018 - 04/07/2018	0.96	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.00
*16	04/15/2018 - 04/21/2018	0.96	1.00
*17	04/22/2018 - 04/28/2018	0.96	1.00
*18	04/29/2018 - 05/05/2018	0.96	1.00
*19	05/06/2018 - 05/12/2018	0.97	1.01
*20	05/13/2018 - 05/19/2018	0.97	1.01
*21	05/20/2018 - 05/26/2018	0.97	1.01
*22	05/27/2018 - 06/02/2018	0.96	1.00
*23	06/03/2018 - 06/09/2018	0.96	1.00
24	06/10/2018 - 06/16/2018	0.96	1.00
25	06/17/2018 - 06/23/2018	0.96	1.00
26	06/24/2018 - 06/30/2018	0.96	1.00
27	07/01/2018 - 07/07/2018	0.97	1.01
28	07/08/2018 - 07/14/2018	0.97	1.01
29	07/15/2018 - 07/21/2018	0.97	1.01
30	07/22/2018 - 07/28/2018	0.97	1.01
31	07/29/2018 - 08/04/2018	0.98	1.02
32	08/05/2018 - 08/11/2018	0.98	1.02
33	08/12/2018 - 08/18/2018	0.99	1.03
34	08/19/2018 - 08/25/2018	0.99	1.03
35	08/26/2018 - 09/01/2018	1.00	1.04
36	09/02/2018 - 09/08/2018	1.01	1.05
37	09/09/2018 - 09/15/2018	1.01	1.05
38	09/16/2018 - 09/22/2018	1.01	1.05
39	09/23/2018 - 09/29/2018	1.01	1.05
40	09/30/2018 - 10/06/2018	1.01	1.05
41	10/07/2018 - 10/13/2018	1.01	1.05
42	10/14/2018 - 10/20/2018	1.01	1.05
43	10/21/2018 - 10/27/2018	1.02	1.06
44	10/28/2018 - 11/03/2018	1.02	1.06
45	11/04/2018 - 11/10/2018	1.03	1.07
46	11/11/2018 - 11/17/2018	1.03	1.07
47	11/18/2018 - 11/24/2018	1.04	1.08
48	11/25/2018 - 12/01/2018	1.05	1.09
49	12/02/2018 - 12/08/2018	1.06	1.10
50	12/09/2018 - 12/15/2018	1.07	1.11
51	12/16/2018 - 12/22/2018	1.10	1.15
52	12/23/2018 - 12/29/2018	1.12	1.17
53	12/30/2018 - 12/31/2018	1.15	1.20

* PEAK SEASON

25-FEB-2019 16:26:23

830UPD

2_7400_PKSEASON.TXT

COUNTY: 72
STATION: 3914
DESCRIPTION: SR 115 AT BRIDGE NASSAU COUNTY LINE
START DATE: 03/05/2018
START TIME: 0800

DIRECTION: B					
TIME	1ST	2ND	3RD	4TH	TOTAL

0000	24	15	15	13	67
0100	11	11	17	9	48
0200	9	14	6	9	38
0300	7	16	25	21	69
0400	11	23	35	31	100
0500	59	80	92	116	347
0600	156	196	223	224	799
0700	225	232	216	207	880
0800	165	169	183	139	656
0900	158	171	168	121	618
1000	122	130	139	156	547
1100	161	164	165	166	656
1200	144	143	147	132	566
1300	139	170	138	159	606
1400	171	189	187	165	712
1500	159	202	214	238	813
1600	214	259	273	234	980
1700	205	289	297	245	1036
1800	233	188	148	150	719
1900	120	107	95	86	408
2000	89	73	62	78	302
2100	54	69	55	50	228
2200	49	45	42	39	175
2300	22	49	23	20	114

24-HOUR TOTALS: 11484

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	645	897
P.M.	1715	1064
DAILY	1715	1064

COUNTY: 72
STATION: 3914
DESCRIPTION: SR 115 AT BRIDGE NASSAU COUNTY LINE
START DATE: 03/06/2018
START TIME: 0800

DIRECTION: B					
TIME	1ST	2ND	3RD	4TH	TOTAL

0000	16	11	9	4	40
0100	12	17	6	11	46
0200	2	10	13	7	32
0300	3	20	22	12	57
0400	19	26	28	52	125
0500	58	69	75	121	323
0600	136	201	238	224	799
0700	205	212	199	170	786
0800	188	175	176	146	685
0900	126	141	136	146	549
1000	145	135	107	141	528
1100	142	143	168	152	605
1200	148	142	142	148	580
1300	163	156	130	140	589
1400	154	153	171	150	628
1500	148	229	205	240	822
1600	221	248	260	222	951
1700	274	272	265	256	1067
1800	219	187	175	150	731
1900	130	126	97	105	458
2000	79	92	79	68	318
2100	74	63	60	57	254
2200	36	57	25	34	152
2300	41	47	22	22	132

24-HOUR TOTALS: 11257

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	645	840
P.M.	1700	1067
DAILY	1700	1067

APPENDIX D

RV RESORTS - TRIP GENERATION DATA



TABLE D-1
LOCAL RV RESORTS - TRIP RATE CALCULATIONS

	Number of Trips		Occupied Sites	Trips/Occupied Site
WEEKDAY				
DAILY				
Flamingo Lakes	858	305 x 95%	290	2.96
Pecan Park	<u>581</u>	183 x 95%	<u>174</u>	3.34
BOTH	1439		464	3.10
AM PEAK HOUR				
Flamingo Lakes	51	305 x 95%	290	0.18
Pecan Park	<u>31</u>	183 x 95%	<u>174</u>	0.18
BOTH	82		464	0.18
PM PEAK HOUR				
Flamingo Lakes	86	305 x 95%	290	0.30
Pecan Park	<u>62</u>	183 x 95%	<u>174</u>	0.36
BOTH	148		464	0.32
FRIDAY				
PM PEAK HOUR				
Flamingo Lakes	89	305 x 100%	305	0.29
Pecan Park	<u>70</u>	183 x 100%	<u>183</u>	0.38
BOTH	159		488	0.33
WEEKEND				
SATURDAY PEAK HOUR				
Flamingo Lakes	83	305 x 100%	305	0.27
Pecan Park	<u>77</u>	183 x 100%	<u>183</u>	0.42
BOTH	160		488	0.33
SUNDAY PEAK HOUR				
Flamingo Lakes	87	305 x 100%	305	0.29
Pecan Park	<u>78</u>	183 x 100%	<u>183</u>	0.43
BOTH	165		488	0.34

95% Weekday Occupancy
100% Friday and Weekend Occupancy

BUCKHOLZ TRAFFIC

**TABLE D-2
COMPOSITE TRIP RATE CALCULATIONS - WEEKDAY PEAK HOURS**

		Weighted Average		
	Trip Rate	Data Points		Trips/Occupied Site
WEEKDAY	A	B	C = A x B	D = C/B
AM PEAK HOUR				
ITE	0.17	4	0.68	
Local	0.18	2	0.36	
COMPOSITE		6	1.04	0.17
				From ITE Equation Using 450 Sites 75/450 = 0.17
PM PEAK HOUR				
ITE	0.16	6	0.96	
Local	0.32	2	0.64	
COMPOSITE		8	1.60	0.20
				72/450 = 0.16

BUCKHOLZ TRAFFIC

PECAN PARK RESORT

TABLE D-PP-1
PECAN PARK RV RESORT - DAILY DRIVEWAY COUNTS

Unadjusted													
	Friday 2/2/2018	Saturday 2/3/2018	Sunday 2/4/2018	Monday 2/5/2018	Tuesday 2/6/2018	Wednesday 2/7/2018	Thursday 2/8/2018	Friday 2/9/2018	Saturday 2/10/2018	Sunday 2/11/2018	Average Weekday	Average Weekend Day	
Both	768			841	532	536	587	700			661		
Both		681	664						800	816		740	
Adjusted													
	Friday 2/2/2018	Saturday 2/3/2018	Sunday 2/4/2018	Monday 2/5/2018	Tuesday 2/6/2018	Wednesday 2/7/2018	Thursday 2/8/2018	Friday 2/9/2018	Saturday 2/10/2018	Sunday 2/11/2018	Average Weekday	Average Weekend Day	
Both	676			740	468	472	517	616			581		
Both		599	584						704	718		651	

BUCKHOLZ TRAFFIC

Adjustment
Factor

0.88

From Table
D-PP-5

TABLE D-PP-2**PECAN PARK RV RESORT - AM PEAK HOUR DRIVEWAY COUNTS**

Unadjusted

	Friday 2/2/2018	Saturday 2/3/2018	Sunday 2/4/2018	Monday 2/5/2018	Tuesday 2/6/2018	Wednesday 2/7/2018	Thursday 2/8/2018	Friday 2/9/2018	Saturday 2/10/2018	Sunday 2/11/2018	Average Weekday
Both	44			55	52	21	16	20			35

Adjusted

	Friday 2/2/2018	Saturday 2/3/2018	Sunday 2/4/2018	Monday 2/5/2018	Tuesday 2/6/2018	Wednesday 2/7/2018	Thursday 2/8/2018	Friday 2/9/2018	Saturday 2/10/2018	Sunday 2/11/2018	Average Weekday
Both	39			48	46	18	14	18			31

Adjustment Factor
0.88 From Table D-PP-5

BUCKHOLZ TRAFFIC

TABLE D-PP-3**PECAN PARK RV RESORT - PM PEAK HOUR DRIVEWAY COUNTS**

Unadjusted

	Friday 2/2/2018	Saturday 2/3/2018	Sunday 2/4/2018	Monday 2/5/2018	Tuesday 2/6/2018	Wednesday 2/7/2018	Thursday 2/8/2018	Friday 2/9/2018	Saturday 2/10/2018	Sunday 2/11/2018	Average Weekday
Both	61			101	47	68	65	84			71

Adjusted

	Friday 2/2/2018	Saturday 2/3/2018	Sunday 2/4/2018	Monday 2/5/2018	Tuesday 2/6/2018	Wednesday 2/7/2018	Thursday 2/8/2018	Friday 2/9/2018	Saturday 2/10/2018	Sunday 2/11/2018	Average Weekday
Both	54			89	41	60	57	74			62

BUCKHOLZ TRAFFIC

Adjustment Factor
0.88 From Table D-PP-5

TABLE D-PP-4

PECAN PARK RV RESORT - WEEKEND PEAK HOUR DRIVEWAY COUNTS

Unadjusted

	Friday 2/2/2018	Saturday 2/3/2018	Sunday 2/4/2018	Monday 2/5/2018	Tuesday 2/6/2018	Wednesday 2/7/2018	Thursday 2/8/2018	Friday 2/9/2018	Saturday 2/10/2018	Sunday 2/11/2018	Average Saturday	Average Sunday
Both		76							99		88	
Both			74							104		89

Adjusted

Adjustment
Factor

0.88
From Table
D-PP-5

	Friday 2/2/2018	Saturday 2/3/2018	Sunday 2/4/2018	Monday 2/5/2018	Tuesday 2/6/2018	Wednesday 2/7/2018	Thursday 2/8/2018	Friday 2/9/2018	Saturday 2/10/2018	Sunday 2/11/2018	Average Saturday	Average Sunday
Both		67							87		77	
Both			65							92		78

BUCKHOLZ TRAFFIC

TABLE D-PP-5
COUNT COMPARISON - PECAN PARK RV RESORT
FRIDAY, FEBRUARY 9, 2018

MANUAL COUNTS					ATR COUNTS			PM ATR ADJUSTMENT FACTOR		
Start Time	End Time	Enter	Exit	Both	Start Time	End Time	Both	Start Time	End Time	Both
4:00	4:15	7	5	12	4:00	4:15	8	4:00	4:15	1.50
4:15	4:30	7	5	12	4:15	4:30	11	4:15	4:30	1.09
4:30	4:45	7	2	9	4:30	4:45	10	4:30	4:45	0.90
4:45	5:00	9	2	11	4:45	5:00	17	4:45	5:00	0.65
5:00	5:15	6	5	11	5:00	5:15	11	5:00	5:15	1.00
5:15	5:30	15	10	25	5:15	5:30	30	5:15	5:30	0.83
5:30	5:45	8	8	16	5:00	5:15	18	5:00	5:15	0.89
5:45	6:00	14	4	18	5:15	5:30	25	5:15	5:30	0.72
Total:		73	41	114	Total:		130	Total:		0.88

BUCKHOLZ TRAFFIC

TABLE D-PP-6 PECAN PARK RV RESORT

Friday February 9, 2018

	Entering Traffic	Exiting Traffic	Both
4:00-4:15 PM	7	5	12
4:15-4:30 PM	7	5	12
4:30-4:45 PM	7	2	9
4:45-5:00 PM	9	2	11
5:00-5:15 PM	6	5	11
5:15-5:30 PM	15	10	25
5:30-5:45 PM	8	8	16
5:45-6:00 PM	14	4	18
TOTAL:	73	41	114

PM Peak Hour:	43	27	70	trips
	61%	39%	183	occupied spaces
			0.38	trips/occupied space

BUCKHOLZ TRAFFIC

Mitron Systems Volume Count Report

Site Name PACAN PARK RV RESORT-ENTER/EXIT
 Jurisdiction DUVAL COUNTY, FLORIDA
 Study Type Volume (ch1)
 Location Code 1
 Direction None
 Date 2/1/18
 Real Time 18:05
 Start Date 2/1/18
 Start Time 19:00
 Sample Time 00:15
 Operator Number 51
 Machine Number 19

Thursday, February 01, 2018

02-01-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00					
01					
02					
03					
04					
05					
06					
07					
08					
09					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19	35	14	10	4	7
20	21	5	5	6	5
21	14	7	4	1	2
22	12	4	4	1	3
23	8	2	2	3	1
90	Total				

AM Peak Hour Start
 AM Peak Hour Total
 AM Peak Hour Factor
 PM Peak Hour Start 19:00
 PM Peak Hour Total 35
 PM Peak Hour Factor 62.50 %

02-02-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	1	1	0	0	0
02	0	0	0	0	0
03	1	0	1	0	0
04	2	0	0	0	2
05	24	5	4	3	12
06	32	6	9	10	7
07	37	5	8	12	12
08	44	5	15	11	13
09	37	8	9	7	13
10	37	10	11	8	8
11	59	8	17	14	20
12	43	7	9	15	12
13	44	7	13	12	12
14	54	9	15	15	15
15	76	21	24	12	19
16	40	13	7	7	13
17	61	10	26	11	14
18	61	18	13	18	12
19	37	17	6	4	10
20	29	7	4	8	10
21	14	3	4	4	3
22	22	6	4	5	7
23	13	7	5	0	1
768	Total				

AM Peak Hour Start 11:00
 AM Peak Hour Total 59
 AM Peak Hour Factor 73.75 %
 PM Peak Hour Start 15:00
 PM Peak Hour Total 76
 PM Peak Hour Factor 79.17 %

02-03-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	8	5	2	0	1
01	1	0	0	0	1
02	3	0	0	0	3
03	3	1	1	1	0
04	1	0	0	1	0
05	21	2	3	8	8
06	17	7	2	2	6
07	22	2	8	5	7
08	22	3	5	5	9
09	45	8	9	12	16
10	56	16	18	8	14
11	41	11	6	13	11
12	55	15	12	15	13
13	45	11	15	9	10
14	76	18	18	19	21
15	45	13	13	8	11
16	60	20	13	16	11
17	42	14	6	12	10
18	38	8	15	12	3
19	21	7	2	5	7
20	24	7	6	7	4
21	12	3	4	2	3
22	16	5	3	1	7
23	7	4	1	1	1
681	Total				

AM Peak Hour Start 09:30
 AM Peak Hour Total 62
 AM Peak Hour Factor 86.11 %
 PM Peak Hour Start 14:00
 PM Peak Hour Total 76
 PM Peak Hour Factor 90.48 %

02-04-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	4	2	0	1	1
01	2	1	1	0	0
02	1	0	1	0	0
03	0	0	0	0	0
04	1	0	1	0	0
05	7	3	1	3	0
06	14	2	4	3	5
07	18	5	6	2	5
08	25	4	8	10	3
09	31	4	8	13	6
10	52	12	12	14	14
11	65	20	18	11	16
12	54	9	20	12	13
13	74	22	15	17	20
14	43	14	6	11	12
15	43	12	8	11	12
16	42	7	13	10	12
17	56	20	15	15	6
18	35	11	12	7	5
19	20	2	5	10	3
20	23	6	5	6	6
21	22	3	7	7	5
22	19	1	8	5	5
23	13	5	4	2	2
664	Total				

AM Peak Hour Start 10:30
 AM Peak Hour Total 66
 AM Peak Hour Factor 82.50 %
 PM Peak Hour Start 13:00
 PM Peak Hour Total 74
 PM Peak Hour Factor 84.09 %

Mitron Systems Volume Count Report

Site Name PACAN PARK RV RESORT-ENTER/EXIT
 Jurisdiction DUVAL COUNTY, FLORIDA
 Study Type Volume (ch1)
 Location Code 1
 Direction None
 Date 2/1/18
 Real Time 18:05
 Start Date 2/1/18
 Start Time 19:00
 Sample Time 00:15
 Operator Number 51
 Machine Number 19

Monday, February 05, 2018

02-05-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	5	4	0	0	1
01	1	0	0	0	1
02	0	0	0	0	0
03	1	0	1	0	0
04	9	0	1	3	5
05	25	4	4	9	8
06	37	6	8	10	13
07	55	10	11	18	16
08	27	8	9	6	4
09	48	13	16	14	5
10	58	15	15	15	13
11	49	16	9	8	16
12	55	12	16	14	13
13	38	6	12	3	17
14	49	13	8	15	13
15	55	15	14	14	12
16	89	19	15	22	33
17	88	24	22	19	23
18	69	21	18	15	15
19	35	10	4	8	13
20	24	6	9	2	7
21	13	4	2	4	3
22	8	3	1	3	1
23	3	1	1	0	1
	841	Total			

AM Peak Hour Start 10:15
 AM Peak Hour Total 59
 AM Peak Hour Factor 92.19 %
 PM Peak Hour Start 16:30
 PM Peak Hour Total 101
 PM Peak Hour Factor 76.52 %

02-06-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	4	1	1	2	0
01	0	0	0	0	0
02	3	0	0	3	0
03	4	0	1	0	3
04	4	0	1	2	1
05	20	3	5	5	7
06	32	11	9	7	5
07	46	6	11	15	14
08	23	12	8	2	1
09	15	4	5	2	4
10	28	8	6	10	4
11	28	8	7	6	7
12	22	6	5	5	6
13	18	2	6	4	6
14	42	7	16	10	9
15	44	9	9	16	10
16	41	9	10	6	16
17	46	12	11	8	15
18	59	22	10	16	11
19	30	8	1	5	16
20	16	1	3	2	10
21	7	2	3	2	0
22	0	0	0	0	0
23	0	0	0	0	0
	532	Total			

AM Peak Hour Start 07:15
 AM Peak Hour Total 52
 AM Peak Hour Factor 86.67 %
 PM Peak Hour Start 17:45
 PM Peak Hour Total 63
 PM Peak Hour Factor 71.59 %

02-07-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	6	2	0	2	2
01	0	0	0	0	0
02	1	0	1	0	0
03	0	0	0	0	0
04	1	0	0	0	1
05	0	0	0	0	0
06	5	0	3	1	1
07	13	0	0	4	9
08	15	3	5	2	5
09	18	4	7	3	4
10	19	2	5	8	4
11	21	6	1	3	11
12	45	15	13	7	10
13	34	8	4	7	15
14	38	9	9	11	9
15	58	14	25	9	10
16	56	13	5	20	18
17	59	14	16	20	9
18	53	9	14	21	9
19	42	6	6	21	9
20	33	5	7	11	10
21	9	6	0	2	1
22	5	3	0	2	0
23	5	1	0	4	0
	536	Total			

AM Peak Hour Start 10:15
 AM Peak Hour Total 23
 AM Peak Hour Factor 71.88 %
 PM Peak Hour Start 16:30
 PM Peak Hour Total 68
 PM Peak Hour Factor 85.00 %

02-08-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	5	5	0	0	0
01	1	0	1	0	0
02	0	0	0	0	0
03	2	0	0	0	2
04	4	0	2	0	2
05	1	0	1	0	0
06	1	0	0	1	0
07	10	3	2	3	2
08	16	6	2	4	4
09	17	5	2	3	7
10	23	1	5	11	6
11	29	6	6	15	2
12	35	10	2	13	10
13	36	20	4	10	2
14	33	3	5	11	14
15	39	4	5	14	16
16	65	28	11	10	16
17	84	9	18	15	42
18	71	17	12	24	18
19	46	9	9	11	17
20	33	11	9	5	8
21	15	3	4	3	5
22	14	3	1	2	8
23	7	0	3	4	0
	587	Total			

AM Peak Hour Start 10:45
 AM Peak Hour Total 33
 AM Peak Hour Factor 55.00 %
 PM Peak Hour Start 17:45
 PM Peak Hour Total 95
 PM Peak Hour Factor 56.55 %

Mitron Systems Volume Count Report

Site Name PACAN PARK RV RESORT-ENTER/EXIT
 Jurisdiction DUVAL COUNTY, FLORIDA
 Study Type Volume (ch1)
 Location Code 1
 Direction None
 Date 2/1/18
 Real Time 18:05
 Start Date 2/1/18
 Start Time 19:00
 Sample Time 00:15
 Operator Number 51
 Machine Number 19

Friday, February 09, 2018

02-09-18 (Ch1)						
HR	HR					
Begin	Total	00-15	15-30	30-45	45-00	
00	2	0	0	2	0	
01	0	0	0	0	0	
02	0	0	0	0	0	
03	2	2	0	0	0	
04	3	2	0	1	0	
05	4	0	0	4	0	
06	5	0	3	0	2	
07	9	3	1	5	0	
08	20	1	8	5	6	
09	25	10	4	2	9	
10	25	4	5	10	6	
11	62	24	14	13	11	
12	52	13	5	19	15	
13	58	12	24	16	6	
14	54	15	13	12	14	
15	54	6	17	17	14	
16	46	8	11	10	17	
17	84	11	30	18	25	
18	59	15	11	17	16	
19	51	13	11	12	15	
20	17	4	2	5	6	
21	38	9	8	17	4	
22	16	5	6	4	1	
23	14	4	5	0	5	
700 Total						

AM Peak Hour Start 11:00
 AM Peak Hour Total 62
 AM Peak Hour Factor 64.58 %
 PM Peak Hour Start 17:15
 PM Peak Hour Total 88
 PM Peak Hour Factor 73.33 %

02-10-18 (Ch1)						
HR	HR					
Begin	Total	00-15	15-30	30-45	45-00	
00	7	0	5	0	2	
01	3	2	1	0	0	
02	2	0	2	0	0	
03	1	0	0	1	0	
04	0	0	0	0	0	
05	9	5	0	4	0	
06	19	5	7	5	2	
07	4	2	0	1	1	
08	26	5	4	12	5	
09	27	3	14	0	10	
10	58	18	9	16	15	
11	60	5	24	23	8	
12	58	7	20	14	17	
13	87	21	14	33	19	
14	80	17	30	14	19	
15	64	9	29	9	17	
16	71	18	21	16	16	
17	51	13	16	9	13	
18	39	11	13	8	7	
19	53	20	13	11	9	
20	22	1	4	10	7	
21	35	9	2	15	9	
22	17	0	2	5	10	
23	7	4	2	0	1	
800 Total						

AM Peak Hour Start 10:45
 AM Peak Hour Total 67
 AM Peak Hour Factor 69.79 %
 PM Peak Hour Start 13:30
 PM Peak Hour Total 99
 PM Peak Hour Factor 75.00 %

02-11-18 (Ch1)						
HR	HR					
Begin	Total	00-15	15-30	30-45	45-00	
00	5	4	0	1	0	
01	2	0	2	0	0	
02	2	2	0	0	0	
03	0	0	0	0	0	
04	2	0	2	0	0	
05	4	0	1	0	3	
06	4	0	0	2	2	
07	5	2	3	0	0	
08	24	0	7	7	10	
09	25	0	2	11	12	
10	40	11	4	7	18	
11	65	32	12	9	12	
12	61	16	11	12	22	
13	97	27	33	20	17	
14	89	34	11	24	20	
15	66	25	11	11	19	
16	67	17	9	15	26	
17	80	22	11	27	20	
18	71	13	23	19	16	
19	41	11	10	8	12	
20	33	13	9	6	5	
21	15	3	3	5	4	
22	13	8	3	2	0	
23	5	5	0	0	0	
816 Total						

AM Peak Hour Start 10:45
 AM Peak Hour Total 71
 AM Peak Hour Factor 55.47 %
 PM Peak Hour Start 13:15
 PM Peak Hour Total 104
 PM Peak Hour Factor 76.47 %

02-12-18 (Ch1)						
HR	HR					
Begin	Total	00-15	15-30	30-45	45-00	
00	3	3	0	0	0	
01	1	1	0	0	0	
02	0	0	0	0	0	
03	5	0	3	0	2	
04	2	1	0	0	1	
05	11	4	0	3	4	
06	32	10	4	12	6	
07	17	3	3	6	5	
08	19	3	8	4	4	
09	18	8	2	6	2	
10	62	16	20	10	16	
11	26	8	9	4	5	
12	45	16	15	6	8	
13	63	26	10	10	17	
14	75	19	13	16	27	
15	76	18	19	20	19	
16	87	24	19	13	31	
17						
18						
19						
20						
21						
22						
23						
542 Total						

AM Peak Hour Start 10:00
 AM Peak Hour Total 62
 AM Peak Hour Factor 77.50 %
 PM Peak Hour Start 16:00
 PM Peak Hour Total 87
 PM Peak Hour Factor 70.16 %

FLAMINGO LAKE RESORT

TABLE D-FL-1
FLAMINGO LAKE RV RESORT - DAILY DRIVEWAY COUNTS

NET - Unadjusted

	Friday 2/2/2018	Saturday 2/3/2018	Sunday 2/4/2018	Monday 2/5/2018	Tuesday 2/6/2018	Wednesday 2/7/2018	Thursday 2/8/2018	Friday 2/9/2018	Saturday 2/10/2018	Sunday 2/11/2018	Average Weekday	Average Weekend Day
Both	1014			839	787	942	1008	1065			943	
Both		926	722						912	799		840

NET - Adjusted

Adjustment Factor		Friday 2/2/2018	Saturday 2/3/2018	Sunday 2/4/2018	Monday 2/5/2018	Tuesday 2/6/2018	Wednesday 2/7/2018	Thursday 2/8/2018	Friday 2/9/2018	Saturday 2/10/2018	Sunday 2/11/2018	Average Weekday	Average Weekend Day
0.91	Both	923			763	716	857	917	969			858	
From Table D-FL-5	Both		843	657						830	727		764

BUCKHOLZ TRAFFIC

TABLE D-FL-2

FLAMINGO LAKE RV RESORT - AM PEAK HOUR DRIVEWAY COUNTS

NET - Unadjusted												
	Friday 2/2/2018	Saturday 2/3/2018	Sunday 2/4/2018	Monday 2/5/2018	Tuesday 2/6/2018	Wednesday 2/7/2018	Thursday 2/8/2018	Friday 2/9/2018	Saturday 2/10/2018	Sunday 2/11/2018	Average Weekday	Average Weekend Day
Both	52			54	57	59	53	58			56	
NET - Adjusted												
Adjustment Factor	Friday 2/2/2018	Saturday 2/3/2018	Sunday 2/4/2018	Monday 2/5/2018	Tuesday 2/6/2018	Wednesday 2/7/2018	Thursday 2/8/2018	Friday 2/9/2018	Saturday 2/10/2018	Sunday 2/11/2018	Average Weekday	Average Weekend Day
0.91 From Table D-FL-5	Both	47		49	52	54	48	53			51	

BUCKHOLZ TRAFFIC

TABLE D-FL-3

FLAMINGO LAKE RV RESORT - PM PEAK HOUR DRIVEWAY COUNTS

NET - Unadjusted												
	Friday 2/2/2018	Saturday 2/3/2018	Sunday 2/4/2018	Monday 2/5/2018	Tuesday 2/6/2018	Wednesday 2/7/2018	Thursday 2/8/2018	Friday 2/9/2018	Saturday 2/10/2018	Sunday 2/11/2018	Average Weekday	Average Weekend Day
Both	91			78	84	99	113	99			94	
NET - Adjusted												
Adjustment Factor	Friday 2/2/2018	Saturday 2/3/2018	Sunday 2/4/2018	Monday 2/5/2018	Tuesday 2/6/2018	Wednesday 2/7/2018	Thursday 2/8/2018	Friday 2/9/2018	Saturday 2/10/2018	Sunday 2/11/2018	Average Weekday	Average Weekend Day
0.91 From Table D-FL-5	Both	83		71	76	90	103	90			86	

BUCKHOLZ TRAFFIC

TABLE D-FL-4

FLAMINGO LAKE RV RESORT - WEEKEND PEAK HOUR DRIVEWAY COUNTS

NET - Unadjusted

	Friday 2/2/2018	Saturday 2/3/2018	Sunday 2/4/2018	Monday 2/5/2018	Tuesday 2/6/2018	Wednesday 2/7/2018	Thursday 2/8/2018	Friday 2/9/2018	Saturday 2/10/2018	Sunday 2/11/2018	Average Saturday	Average Sunday
Both		89							93		91	
Both			87							104		96

NET - Adjusted

Adjustment
Factor

0.91
From Table
D-FL-5

	Friday 2/2/2018	Saturday 2/3/2018	Sunday 2/4/2018	Monday 2/5/2018	Tuesday 2/6/2018	Wednesday 2/7/2018	Thursday 2/8/2018	Friday 2/9/2018	Saturday 2/10/2018	Sunday 2/11/2018	Average Saturday	Average Sunday
Both		81							85		83	
Both			79							95		87

BUCKHOLZ TRAFFIC

TABLE D-FL-5
COUNT COMPARISON - FLAMINGO LAKE RV RESORT
FRIDAY, FEBRUARY 2, 2018

TMC COUNTS					NET ATR COUNTS			PM ATR ADJUSTMENT FACTOR			EASTERN ATR COUNTS					WESTERN ATR COUNTS ALSO OVER EASTERN			FULL WESTERN ATR COUNTS			
Start Time	End Time	Enter	Exit	Both	Start Time	End Time	Both	Start Time	End Time	Both	Start Time	End Time	Enter	Exit	Both	Start Time	End Time	Both	Start Time	End Time	Both	TMC
4:00	4:15	15	3	18	4:00	4:15	16	4:00	4:15	1.13	4:00	4:15	9	7	16	4:00	4:15	0	4:00	4:15	1	1
4:15	4:30	12	5	17	4:15	4:30	20	4:15	4:30	0.85	4:15	4:30	12	9	21	4:15	4:30	1	4:15	4:30	1	1
4:30	4:45	12	7	19	4:30	4:45	22	4:30	4:45	0.86	4:30	4:45	12	10	22	4:30	4:45	0	4:30	4:45	1	0
4:45	5:00	9	7	16	4:45	5:00	18	4:45	5:00	0.89	4:45	5:00	8	12	20	4:45	5:00	2	4:45	5:00	1	2
5:00	5:15	13	9	22	5:00	5:15	24	5:00	5:15	0.92	5:00	5:15	11	13	24	5:00	5:15	0	5:00	5:15	4	3
5:15	5:30	9	9	18	5:15	5:30	22	5:15	5:30	0.82	5:15	5:30	7	15	22	5:15	5:30	0	5:15	5:30	2	2
5:30	5:45	12	7	19	5:00	5:15	19	5:00	5:15	1.00	5:00	5:15	8	11	19	5:00	5:15	0	5:00	5:15	1	1
5:45	6:00	14	10	24	5:15	5:30	28	5:15	5:30	0.86	5:15	5:30	15	13	28	5:15	5:30	0	5:15	5:30	0	0
Total:		96	57	153	Total:		169	Total:		0.91	Total:		82	90	172	Total:		3	Total:		11	10
							B-C								B			C				C

BUCKHOLZ TRAFFIC

**TABLE D-FL-6
FLAMINGO LAKE RV RESORT**

Friday February 2, 2018

	Entering Traffic			Exiting Traffic			ALL
	FROM EAST	FROM WEST	Both	TO EAST	TO WEST	Both	
4:00-4:15 PM	15	1	16	3	0	3	19
4:15-4:30 PM	12	0	12	5	0	5	17
4:30-4:45 PM	12	0	12	7	0	7	19
4:45-5:00 PM	9	0	9	7	0	7	16
5:00-5:15 PM	13	1	14	9	2	11	25
5:15-5:30 PM	9	2	11	9	0	9	20
5:30-5:45 PM	12	1	13	7	0	7	20
5:45-6:00 PM	14	0	14	10	0	10	24
TOTAL:	96	5	101	57	2	59	160

PM Peak Hour:	48	4	52	35	2	37	89	trips
			58%			42%	305	occupied spaces
							0.29	trips/occupied space

BUCKHOLZ TRAFFIC

Mitron Systems Volume Count Report

Site Name NEWCOMB ROAD-ENTER/EXIT-LOCATION 1
 Jurisdiction DUVAL COUNTY, FLORIDA
 Study Type Volume (ch1)
 Location Code 2
 Direction None
 Date 2/1/18
 Real Time 17:43
 Start Date 2/1/18
 Start Time 19:00
 Sample Time 00:15
 Operator Number 0
 Machine Number 25

Thursday, February 01, 2018

02-01-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00					
01					
02					
03					
04					
05					
06					
07					
08					
09					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19	42	7	11	14	10
20	42	7	15	8	12
21	17	4	5	7	1
22	17	4	8	4	1
23	7	1	0	3	3
125 Total					

AM Peak Hour Start
 AM Peak Hour Total
 AM Peak Hour Factor
 PM Peak Hour Start 19:30
 PM Peak Hour Total 46
 PM Peak Hour Factor 76.67 %

02-02-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	2	1	0	1	0
01	0	0	0	0	0
02	0	0	0	0	0
03	5	1	1	3	0
04	12	0	0	3	9
05	25	5	7	5	8
06	58	16	18	14	10
07	52	11	14	15	12
08	53	15	11	17	10
09	60	16	14	16	14
10	72	20	17	16	19
11	79	19	21	21	18
12	67	23	20	13	11
13	79	18	17	18	26
14	66	12	16	21	17
15	91	24	17	26	24
16	79	16	21	22	20
17	93	24	22	19	28
18	84	20	27	16	21
19	53	13	12	13	15
20	44	11	14	10	9
21	23	10	5	6	2
22	20	1	7	6	6
23	13	4	2	2	5
1130 Total					

AM Peak Hour Start 10:45
 AM Peak Hour Total 80
 AM Peak Hour Factor 95.24 %
 PM Peak Hour Start 17:30
 PM Peak Hour Total 94
 PM Peak Hour Factor 83.93 %

02-03-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	12	3	1	5	3
01	5	2	2	1	0
02	2	0	1	1	0
03	4	0	2	1	1
04	8	3	1	0	4
05	10	1	4	0	5
06	29	9	12	3	5
07	19	2	2	5	10
08	58	12	14	19	13
09	70	17	15	17	21
10	68	17	19	16	16
11	93	28	22	21	22
12	75	20	21	20	14
13	84	18	25	18	23
14	77	24	21	16	16
15	69	19	20	17	13
16	80	13	19	25	23
17	75	23	16	18	18
18	68	22	15	21	10
19	38	12	11	9	6
20	32	13	11	5	3
21	16	3	8	3	2
22	15	2	2	7	4
23	16	8	2	4	2
1023 Total					

AM Peak Hour Start 11:00
 AM Peak Hour Total 93
 AM Peak Hour Factor 83.04 %
 PM Peak Hour Start 13:15
 PM Peak Hour Total 90
 PM Peak Hour Factor 90.00 %

02-04-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	2	1	0	0	1
01	1	1	0	0	0
02	1	0	0	1	0
03	1	0	0	1	0
04	4	2	0	0	2
05	7	0	4	1	2
06	9	1	2	4	2
07	21	4	5	5	7
08	58	5	11	17	25
09	79	21	11	22	25
10	60	18	15	18	9
11	89	27	20	26	16
12	60	22	11	15	12
13	74	13	24	18	19
14	64	19	13	11	21
15	64	14	21	15	14
16	45	16	7	11	11
17	44	11	15	14	4
18	33	11	6	5	11
19	34	10	7	7	10
20	22	7	2	4	9
21	14	4	4	4	2
22	12	2	1	3	6
23	9	1	1	4	3
807 Total					

AM Peak Hour Start 11:00
 AM Peak Hour Total 89
 AM Peak Hour Factor 82.41 %
 PM Peak Hour Start 13:15
 PM Peak Hour Total 80
 PM Peak Hour Factor 83.33 %

Mitron Systems Volume Count Report

Site Name NEWCOMB ROAD-ENTER/EXIT-LOCATION 1
 Jurisdiction DUVAL COUNTY, FLORIDA
 Study Type Volume (ch1)
 Location Code 2
 Direction None
 Date 2/1/18
 Real Time 17:43
 Start Date 2/1/18
 Start Time 19:00
 Sample Time 00:15
 Operator Number 0
 Machine Number 25

Monday, February 05, 2018

02-05-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	3	1	0	1	1
01	0	0	0	0	0
02	1	0	1	0	0
03	2	1	0	0	1
04	6	0	0	3	3
05	32	8	9	8	7
06	63	14	13	15	21
07	56	19	16	17	4
08	48	11	12	9	16
09	27	8	9	4	6
10	75	14	24	21	16
11	60	18	20	12	10
12	53	15	14	17	7
13	85	26	23	18	18
14	75	18	19	16	22
15	73	19	13	18	23
16	71	21	20	9	21
17	78	27	22	12	17
18	62	25	14	13	10
19	38	10	8	11	9
20	22	7	2	6	7
21	10	2	4	3	1
22	12	1	4	6	1
23	6	2	1	3	0
	958	Total			

AM Peak Hour Start 10:15
 AM Peak Hour Total 79
 AM Peak Hour Factor 82.29 %
 PM Peak Hour Start 13:00
 PM Peak Hour Total 85
 PM Peak Hour Factor 81.73 %

02-06-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	4	2	1	0	1
01	1	0	1	0	0
02	2	0	0	0	2
03	2	0	0	2	0
04	11	0	3	5	3
05	21	7	3	5	6
06	52	16	16	8	12
07	58	12	10	20	16
08	39	11	7	11	10
09	46	10	10	14	12
10	56	10	12	25	9
11	64	19	21	16	8
12	50	15	14	10	11
13	55	11	16	17	11
14	69	23	8	20	18
15	75	25	14	16	20
16	87	26	18	18	25
17	74	18	16	20	20
18	61	25	14	16	6
19	43	14	11	5	13
20	24	5	7	8	4
21	13	4	0	5	4
22	10	2	2	3	3
23	5	3	1	1	0
	922	Total			

AM Peak Hour Start 10:30
 AM Peak Hour Total 74
 AM Peak Hour Factor 74.00 %
 PM Peak Hour Start 16:00
 PM Peak Hour Total 87
 PM Peak Hour Factor 83.65 %

02-07-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	1	1	0	0	0
01	0	0	0	0	0
02	1	1	0	0	0
03	3	0	2	1	0
04	6	0	0	3	3
05	29	6	9	6	8
06	57	16	18	13	10
07	60	18	11	15	16
08	39	13	6	9	11
09	66	17	23	15	11
10	52	16	11	12	13
11	74	17	23	15	19
12	58	17	14	11	16
13	60	11	11	17	21
14	79	17	20	14	28
15	74	23	11	22	18
16	83	29	16	19	19
17	100	26	15	32	27
18	63	19	15	18	11
19	51	16	15	14	6
20	42	13	15	6	8
21	24	11	4	7	2
22	11	4	3	2	2
23	9	1	4	0	4
	1042	Total			

AM Peak Hour Start 11:00
 AM Peak Hour Total 74
 AM Peak Hour Factor 80.43 %
 PM Peak Hour Start 17:00
 PM Peak Hour Total 100
 PM Peak Hour Factor 78.13 %

02-08-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	1	0	0	1	0
01	3	1	2	0	0
02	0	0	0	0	0
03	4	2	0	2	0
04	8	1	1	1	5
05	26	7	5	8	6
06	53	13	18	11	11
07	54	18	16	8	12
08	53	15	16	14	8
09	45	15	8	12	10
10	72	18	19	19	16
11	68	18	16	13	21
12	72	16	20	22	14
13	74	12	26	18	18
14	87	23	12	18	34
15	82	26	16	17	23
16	78	22	18	20	18
17	115	22	28	33	32
18	79	23	13	17	26
19	66	21	16	15	14
20	43	16	13	5	9
21	20	4	8	3	5
22	13	3	4	2	4
23	7	3	0	2	2
	1123	Total			

AM Peak Hour Start 10:00
 AM Peak Hour Total 72
 AM Peak Hour Factor 94.74 %
 PM Peak Hour Start 17:15
 PM Peak Hour Total 116
 PM Peak Hour Factor 87.88 %

Mitron Systems Volume Count Report

Site Name NEWCOMB ROAD-ENTER/EXIT-LOCATION 1
 Jurisdiction DUVAL COUNTY, FLORIDA
 Study Type Volume (ch1)
 Location Code 2
 Direction None
 Date 2/1/18
 Real Time 17:43
 Start Date 2/1/18
 Start Time 19:00
 Sample Time 00:15
 Operator Number 0
 Machine Number 25

Friday, February 09, 2018

02-09-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	1	0	1	0	0
02	0	0	0	0	0
03	4	0	2	1	1
04	12	1	2	2	7
05	21	5	3	5	8
06	59	19	21	5	14
07	59	10	13	20	16
08	54	10	15	12	17
09	73	19	18	21	15
10	75	20	14	22	19
11	67	22	13	16	16
12	92	17	18	21	36
13	83	18	22	29	14
14	82	17	18	18	29
15	81	15	14	29	23
16	74	17	21	21	15
17	101	24	30	21	26
18	71	22	23	9	17
19	48	20	7	12	9
20	34	14	4	6	10
21	31	6	7	10	8
22	15	6	6	1	2
23	13	2	3	5	3
	1150	Total			

AM Peak Hour Start 10:15
 AM Peak Hour Total 77
 AM Peak Hour Factor 87.50 %
 PM Peak Hour Start 12:45
 PM Peak Hour Total 105
 PM Peak Hour Factor 72.92 %

02-10-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	3	0	0	2	1
01	4	0	2	0	2
02	5	4	0	1	0
03	2	0	1	1	0
04	3	0	2	0	1
05	13	4	1	2	6
06	25	8	4	8	5
07	29	6	3	9	11
08	40	12	9	10	9
09	65	15	9	21	20
10	71	18	22	13	18
11	73	27	18	12	16
12	76	30	15	18	13
13	92	19	34	19	20
14	84	21	26	19	18
15	74	14	23	24	13
16	74	13	27	16	18
17	65	21	16	20	8
18	66	19	21	17	9
19	53	17	15	16	5
20	30	8	6	7	9
21	25	5	7	9	4
22	15	6	6	2	1
23	17	3	4	5	5
	1004	Total			

AM Peak Hour Start 09:30
 AM Peak Hour Total 81
 AM Peak Hour Factor 92.05 %
 PM Peak Hour Start 13:15
 PM Peak Hour Total 94
 PM Peak Hour Factor 69.12 %

02-11-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	9	1	2	2	4
01	0	0	0	0	0
02	3	1	0	0	2
03	0	0	0	0	0
04	1	0	0	0	1
05	6	1	3	1	1
06	15	4	3	2	6
07	24	6	7	4	7
08	36	6	10	9	11
09	72	18	24	13	17
10	100	19	28	35	18
11	79	23	19	16	21
12	61	14	15	17	15
13	66	13	15	17	21
14	49	10	10	16	13
15	67	12	19	19	17
16	65	21	15	17	12
17	56	10	17	11	18
18	46	13	9	17	7
19	32	12	12	7	1
20	24	6	4	6	8
21	22	7	4	7	4
22	14	5	4	2	3
23	8	4	3	1	0
	855	Total			

AM Peak Hour Start 10:15
 AM Peak Hour Total 104
 AM Peak Hour Factor 74.29 %
 PM Peak Hour Start 15:15
 PM Peak Hour Total 76
 PM Peak Hour Factor 90.48 %

02-12-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	4	2	1	0	1
01	2	2	0	0	0
02	0	0	0	0	0
03	1	0	0	0	1
04	7	1	0	4	2
05	27	4	10	8	5
06	53	16	16	14	7
07	60	17	12	22	9
08	40	17	5	6	12
09	55	14	7	14	20
10	61	7	18	11	25
11	51	12	16	13	10
12	66	21	16	18	11
13	71	20	14	19	18
14	62	20	12	17	13
15	72	13	20	24	15
16	71	30	21	20	
17					
18					
19					
20					
21					
22					
23					
	703	Total			

AM Peak Hour Start 10:15
 AM Peak Hour Total 66
 AM Peak Hour Factor 66.00 %
 PM Peak Hour Start 15:30
 PM Peak Hour Total 90
 PM Peak Hour Factor 75.00 %

Mitron Systems Volume Count Report

Site Name NEWCOMB ROAD-BOTH DIRECTION-LOCATION 2
 Jurisdiction DUVAL COUNTY, FLORIDA
 Study Type Volume (ch1)
 Location Code 2
 Direction None
 Date 2/1/18
 Real Time 17:27
 Start Date 2/1/18
 Start Time 18:00
 Sample Time 00:15
 Operator Number 51
 Machine Number 29

Thursday, February 01, 2018

02-01-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00					
01					
02					
03					
04					
05					
06					
07					
08					
09					
10					
11					
12					
13					
14					
15					
16					
17					
18	4	2	0	1	1
19	1	0	0	1	0
20	5	0	3	2	0
21	2	0	0	2	0
22	0	0	0	0	0
23	1	0	0	0	1
13	Total				

AM Peak Hour Start
 AM Peak Hour Total
 AM Peak Hour Factor
 PM Peak Hour Start 19:45
 PM Peak Hour Total 5
 PM Peak Hour Factor 41.67 %

02-02-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	0	0	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	1	0	0	0	1
06	2	0	0	2	0
07	6	1	2	1	2
08	13	8	2	2	1
09	9	0	4	1	4
10	15	4	4	2	5
11	7	3	2	0	2
12	11	3	4	2	2
13	11	0	3	7	1
14	11	2	5	0	4
15	11	4	5	0	2
16	4	1	1	1	1
17	7	4	2	1	0
18	0	0	0	0	0
19	5	2	0	3	0
20	1	1	0	0	0
21	1	0	0	0	1
22	1	1	0	0	0
23	0	0	0	0	0
116	Total				

AM Peak Hour Start 10:00
 AM Peak Hour Total 15
 AM Peak Hour Factor 75.00 %
 PM Peak Hour Start 13:30
 PM Peak Hour Total 15
 PM Peak Hour Factor 53.57 %

02-03-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	1	0	0	0	1
01	0	0	0	0	0
02	2	0	2	0	0
03	0	0	0	0	0
04	2	0	0	0	2
05	0	0	0	0	0
06	2	2	0	0	0
07	1	0	0	1	0
08	12	0	6	2	4
09	12	2	1	5	4
10	6	2	1	3	0
11	14	6	2	5	1
12	6	1	0	1	4
13	9	1	2	3	3
14	4	1	3	0	0
15	12	3	4	3	2
16	5	1	1	3	0
17	5	1	4	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	0	0	0	0	0
21	2	0	0	0	2
22	2	0	0	2	0
23	0	0	0	0	0
97	Total				

AM Peak Hour Start 08:15
 AM Peak Hour Total 14
 AM Peak Hour Factor 58.33 %
 PM Peak Hour Start 15:00
 PM Peak Hour Total 12
 PM Peak Hour Factor 75.00 %

02-04-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	1	0	0	0	1
01	0	0	0	0	0
02	2	0	0	2	0
03	0	0	0	0	0
04	0	0	0	0	0
05	0	0	0	0	0
06	2	0	0	2	0
07	0	0	0	0	0
08	1	1	0	0	0
09	9	1	0	4	4
10	4	2	0	2	0
11	6	0	2	0	4
12	13	5	2	1	5
13	7	2	3	1	1
14	2	0	2	0	0
15	0	0	0	0	0
16	7	3	2	2	0
17	8	2	0	4	2
18	12	3	6	3	0
19	6	6	0	0	0
20	2	2	0	0	0
21	0	0	0	0	0
22	1	0	0	0	1
23	2	0	1	0	1
85	Total				

AM Peak Hour Start 09:15
 AM Peak Hour Total 10
 AM Peak Hour Factor 62.50 %
 PM Peak Hour Start 17:30
 PM Peak Hour Total 15
 PM Peak Hour Factor 62.50 %

Mitron Systems Volume Count Report

Site Name NEWCOMB ROAD-BOTH DIRECTION-LOCATION 2
 Jurisdiction DUVAL COUNTY, FLORIDA
 Study Type Volume (ch1)
 Location Code 2
 Direction None
 Date 2/1/18
 Real Time 17:27
 Start Date 2/1/18
 Start Time 18:00
 Sample Time 00:15
 Operator Number 51
 Machine Number 29

Monday, February 05, 2018

02-05-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	2	0	0	0	2
01	0	0	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	2	0	2	0	0
06	0	0	0	0	0
07	6	0	2	4	0
08	11	1	0	6	4
09	4	2	0	0	0
10	3	2	0	0	1
11	10	2	2	0	6
12	20	2	2	12	4
13	17	7	4	2	4
14	10	0	4	1	5
15	5	1	0	2	2
16	11	5	3	0	3
17	11	6	5	0	0
18	3	0	2	1	0
19	1	0	0	0	1
20	3	1	1	0	1
21	0	0	0	0	0
22	0	0	0	0	0
23	0	0	0	0	0
119	Total				

AM Peak Hour Start 08:30
 AM Peak Hour Total 14
 AM Peak Hour Factor 58.33 %
 PM Peak Hour Start 12:30
 PM Peak Hour Total 27
 PM Peak Hour Factor 56.25 %

02-06-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	1	0	1	0	0
02	1	0	0	0	1
03	0	0	0	0	0
04	0	0	0	0	0
05	2	2	0	0	0
06	2	0	0	0	2
07	5	1	0	1	3
08	7	1	1	3	2
09	6	1	1	1	3
10	9	1	1	2	5
11	9	1	0	3	5
12	4	0	1	2	1
13	16	2	2	7	5
14	28	13	4	4	7
15	21	12	2	3	4
16	11	5	2	0	4
17	3	2	0	1	0
18	5	1	4	0	0
19	1	0	0	1	0
20	4	4	0	0	0
21	0	0	0	0	0
22	0	0	0	0	0
23	0	0	0	0	0
135	Total				

AM Peak Hour Start 10:00
 AM Peak Hour Total 9
 AM Peak Hour Factor 45.00 %
 PM Peak Hour Start 13:30
 PM Peak Hour Total 29
 PM Peak Hour Factor 55.77 %

02-07-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	0	0	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	3	0	2	0	1
06	1	0	1	0	0
07	4	2	0	0	2
08	7	3	2	0	2
09	7	0	5	0	2
10	14	6	3	2	3
11	14	2	6	1	5
12	8	4	1	1	2
13	4	2	2	0	0
14	11	3	3	1	4
15	4	2	1	0	1
16	8	0	0	6	2
17	3	2	1	0	0
18	3	0	1	2	0
19	2	0	0	0	2
20	3	1	2	0	0
21	2	0	0	1	1
22	0	0	0	0	0
23	2	0	1	1	0
100	Total				

AM Peak Hour Start 10:00
 AM Peak Hour Total 14
 AM Peak Hour Factor 58.33 %
 PM Peak Hour Start 14:00
 PM Peak Hour Total 11
 PM Peak Hour Factor 68.75 %

02-08-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	2	0	0	0	2
02	0	0	0	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	2	0	2	0	0
06	0	0	0	0	0
07	7	1	1	1	4
08	10	5	1	4	0
09	1	0	0	0	1
10	20	5	7	5	3
11	11	2	5	2	2
12	10	0	1	3	6
13	8	3	1	0	4
14	11	2	1	3	5
15	12	9	2	1	0
16	4	2	2	0	0
17	8	4	0	2	2
18	4	3	0	0	1
19	5	0	3	2	0
20	0	0	0	0	0
21	0	0	0	0	0
22	0	0	0	0	0
23	0	0	0	0	0
115	Total				

AM Peak Hour Start 10:00
 AM Peak Hour Total 20
 AM Peak Hour Factor 71.43 %
 PM Peak Hour Start 14:30
 PM Peak Hour Total 19
 PM Peak Hour Factor 52.78 %

Mitron Systems Volume Count Report

Site Name NEWCOMB ROAD-BOTH DIRECTION-LOCATION 2
 Jurisdiction DUVAL COUNTY, FLORIDA
 Study Type Volume (ch1)
 Location Code 2
 Direction None
 Date 2/1/18
 Real Time 17:27
 Start Date 2/1/18
 Start Time 18:00
 Sample Time 00:15
 Operator Number 51
 Machine Number 29

Friday, February 09, 2018

02-09-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	0	0	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	1	1	0	0	0
05	1	0	0	0	1
06	5	2	1	0	2
07	3	1	0	0	2
08	2	2	0	0	0
09	2	0	0	1	1
10	5	1	1	3	0
11	12	0	8	4	0
12	10	0	3	1	6
13	7	1	1	3	2
14	5	0	2	0	3
15	4	0	0	3	1
16	2	2	0	0	0
17	9	1	5	2	1
18	2	1	0	1	0
19	8	6	0	1	1
20	3	2	0	0	1
21	0	0	0	0	0
22	4	0	0	0	4
23	0	0	0	0	0
	85	Total			

AM Peak Hour Start 10:45
 AM Peak Hour Total 12
 AM Peak Hour Factor 37.50 %
 PM Peak Hour Start 12:15
 PM Peak Hour Total 11
 PM Peak Hour Factor 45.83 %

02-10-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	2	0	0	2	0
01	0	0	0	0	0
02	4	2	0	2	0
03	0	0	0	0	0
04	2	0	2	0	0
05	0	0	0	0	0
06	2	2	0	0	0
07	0	0	0	0	0
08	3	1	0	2	0
09	5	2	0	2	1
10	9	0	2	3	4
11	8	1	4	2	1
12	10	6	1	0	3
13	4	1	0	2	1
14	8	1	4	2	1
15	5	0	5	0	0
16	15	1	5	5	4
17	6	0	0	6	0
18	1	0	1	0	0
19	4	0	0	3	1
20	2	2	0	0	0
21	2	0	0	0	2
22	0	0	0	0	0
23	0	0	0	0	0
	92	Total			

AM Peak Hour Start 10:30
 AM Peak Hour Total 12
 AM Peak Hour Factor 75.00 %
 PM Peak Hour Start 16:00
 PM Peak Hour Total 15
 PM Peak Hour Factor 75.00 %

02-11-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	0	0	0	0	0
02	1	0	0	0	1
03	1	1	0	0	0
04	0	0	0	0	0
05	0	0	0	0	0
06	2	0	0	0	2
07	0	0	0	0	0
08	2	0	0	0	2
09	2	2	0	0	0
10	0	0	0	0	0
11	2	0	0	0	2
12	10	2	1	3	4
13	5	1	2	0	2
14	13	0	4	6	3
15	7	3	1	3	0
16	7	4	1	2	0
17	2	0	2	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	2	0	2	0	0
21	0	0	0	0	0
22	0	0	0	0	0
23	0	0	0	0	0
	56	Total			

AM Peak Hour Start 08:15
 AM Peak Hour Total 4
 AM Peak Hour Factor 50.00 %
 PM Peak Hour Start 14:15
 PM Peak Hour Total 16
 PM Peak Hour Factor 66.67 %

02-12-18 (Ch1)					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	2	2	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	2	0	0	2	0
06	2	0	2	0	0
07	4	1	1	2	0
08	3	0	0	0	3
09	4	1	1	1	1
10	5	1	3	1	0
11	13	2	1	7	3
12	10	6	3	1	0
13	8	1	0	5	2
14	6	3	0	1	2
15	4	2	2	0	0
16	9	4	2	3	
17					
18					
19					
20					
21					
22					
23					
	72	Total			

AM Peak Hour Start 11:00
 AM Peak Hour Total 13
 AM Peak Hour Factor 46.43 %
 PM Peak Hour Start 12:00
 PM Peak Hour Total 10
 PM Peak Hour Factor 41.67 %

APPENDIX E

NATATORIUM TRIP GENERATION DATA



TABLE 11

ADJUSTED

CHATHAM CO. AQUATIC CENTER HOURLY TRAFFIC COUNTS SEPTEMBER 2015 WEEKDAY CHATHAM COUNTY, GEORGIA

Adjustment Factor: 1.04 0.87 1.04 0.87 1.04 0.87

	Tuesday 9/15/15			Wednesday 9/16/15			Thursday 9/17/15			
	Enter	Exit	BOTH	Enter	Exit	BOTH	Enter	Exit	BOTH	
Midnight - 1 AM	0	0	0	0	0	0	0	0	0	0.96
1 - 2 AM	0	0	0	0	0	0	0	0	0	0.96
2 - 3 AM	0	0	0	0	0	0	0	0	0	0.96
3 - 4 AM	0	0	0	0	0	0	0	0	0	0.96
4 - 5 AM	4	3	6	5	4	9	1	3	4	0.96
5 - 6 AM	12	6	18	47	17	64	15	9	24	0.96
6 - 7 AM	7	6	13	33	29	62	17	18	35	0.96
7 - 8 AM	22	24	46	15	45	60	9	19	28	0.96
8 - 9 AM	31	32	63	21	32	53	19	37	56	0.96
9 - 10 AM	26	24	50	47	22	69	19	13	31	0.96
10 - 11 AM	14	33	47	20	38	58	17	25	42	0.96
11 AM - Noon	20	30	50	17	35	52	21	20	41	0.96
Noon - 1 PM	14	22	36	26	24	50	11	20	31	0.96
1 - 2 PM	14	19	33	18	21	39	13	20	33	0.96
2 - 3 PM	16	22	38	19	26	45	26	23	49	0.96
3 - 4 PM	83	48	131	67	42	109	76	48	124	0.96
4 - 5 PM	72	58	131	65	47	112	64	51	115	0.87
5 - 6 PM	46	29	75	70	33	103	69	32	101	0.30
6 - 7 PM	59	46	105	52	39	91	77	49	125	0.30
7 - 8 PM	25	52	77	27	41	68	33	54	87	0.30
8 - 9 PM	7	23	30	9	31	40	14	45	60	0.30
9 - 10 PM	2	10	12	4	15	19	0	2	2	0.30
10 - 11 PM	0	0	0	1	0	1	0	0	0	0.30
11 PM - Midnight	0	0	0	0	0	1	0	0	0	0.30
AVERAGE										
TOTAL	474	488	962	563	541	1104	502	486	988	<u>ENTER</u> <u>EXIT</u> <u>BOTH</u> 513 505 1018

BUCKHOLZ TRAFFIC

TABLE 7**ADJUSTED**

**CECIL AQUATIC CENTER HOURLY TRAFFIC COUNTS
SEPTEMBER 2015 WEEKDAY
DUVAL COUNTY, FLORIDA**

Adj. Factor 0.92 0.92 0.92

Direction:	Tuesday 9/22/15 BOTH	Wednesday 9/23/15 BOTH	Thursday 9/24/15 BOTH
Midnight - 1 AM	0	0	0
1 - 2 AM	0	0	0
2 - 3 AM	0	0	0
3 - 4 AM	0	2	0
4 - 5 AM	0	0	1
5 - 6 AM	0	0	0
6 - 7 AM	6	6	6
7 - 8 AM	9	10	14
8 - 9 AM	23	17	32
9 - 10 AM	26	55	35
10 - 11 AM	23	23	18
11 AM - Noon	21	61	25
Noon - 1 PM	13	18	15
1 - 2 PM	8	7	16
2 - 3 PM	15	28	17
3 - 4 PM	18	25	19
4 - 5 PM	34	44	45
5 - 6 PM	36	15	48
6 - 7 PM	53	57	63
7 - 8 PM	38	24	39
8 - 9 PM	17	9	6
9 - 10 PM	4	0	0
10 - 11 PM	0	0	4
11 PM - Midnight	0	0	0

TOTAL	345	402	403	<u>AVERAGE</u> 383
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Non-Pool Adjustment: 0.66

253

BUCKHOLZ TRAFFIC

TABLE 13

ADJUSTED

**CHATHAM CO. AQUATIC CENTER HOURLY TRAFFIC COUNTS
SEPTEMBER 2015 WEEKDAY
CHATHAM COUNTY, GEORGIA**

Adjustment Factor: 1.04 0.87 1.04 0.87 1.04 0.87

	Tuesday 9/22/15			Wednesday 9/23/15			Thursday 9/24/15			
	Enter	Exit	TOTAL	Enter	Exit	TOTAL	Enter	Exit	TOTAL	
Midnight - 1 AM	0	0	0	0	0	0	0	0	0	0.96
1 - 2 AM	0	0	0	2	2	4	0	0	0	0.96
2 - 3 AM	0	0	0	0	0	0	0	0	0	0.96
3 - 4 AM	0	0	0	0	0	0	0	0	0	0.96
4 - 5 AM	4	1	5	3	1	4	4	2	6	0.96
5 - 6 AM	16	4	20	41	12	53	22	6	28	0.96
6 - 7 AM	5	11	16	40	31	71	20	18	38	0.96
7 - 8 AM	24	15	39	22	34	56	8	33	41	0.96
8 - 9 AM	32	22	54	24	28	52	16	21	37	0.96
9 - 10 AM	20	28	48	46	21	67	27	13	40	0.96
10 - 11 AM	26	34	60	26	39	65	9	17	26	0.96
11 AM - Noon	20	28	48	19	43	62	13	14	27	0.96
Noon - 1 PM	10	33	43	23	25	48	10	10	20	0.96
1 - 2 PM	18	10	28	12	14	26	14	15	29	0.96
2 - 3 PM	25	13	37	20	18	38	21	17	38	0.96
3 - 4 PM	101	47	148	67	36	103	78	42	120	0.96
4 - 5 PM	62	51	112	55	39	94	69	53	122	0.87
5 - 6 PM	34	25	59	29	18	48	39	24	63	0.30
6 - 7 PM	40	34	74	32	30	62	33	28	60	0.30
7 - 8 PM	14	38	53	8	29	37	11	30	40	0.30
8 - 9 PM	1	9	10	1	7	8	2	16	18	0.30
9 - 10 PM	0	1	1	0	1	1	0	1	1	0.30
10 - 11 PM	0	0	0	0	0	0	0	0	0	0.30
11 PM - Midnight	0	0	0	0	0	0	0	0	0	0.30
TOTAL	452	401	852	470	429	898	395	359	754	
										AVERAGE
										<u>ENTER</u>
										<u>EXIT</u>
										<u>BOTH</u>
										835

BUCKHOLZ TRAFFIC

TABLE 4

ADJUSTED

**CECIL AQUATIC CENTER HOURLY TRAFFIC COUNTS
SEPTEMBER 2015 WEEKDAY
DUVAL COUNTY, FLORIDA**

Adjustment Factor: 0.63 1.05 0.63 1.05 0.63 1.05

	Tuesday 9/15/15			Wednesday 9/16/15			Thursday 9/17/15			
	Enter	Exit	BOTH	Enter	Exit	BOTH	Enter	Exit	BOTH	
Midnight - 1 AM	0	0	0	0	0	0	0	0	0	
1 - 2 AM	0	0	0	0	0	0	0	0	0	
2 - 3 AM	1	1	2	0	0	0	0	0	0	
3 - 4 AM	0	0	0	0	0	0	0	0	0	
4 - 5 AM	0	0	0	0	0	0	0	0	0	
5 - 6 AM	0	0	0	0	0	0	0	0	0	
6 - 7 AM	6	2	8	8	2	10	4	1	5	
7 - 8 AM	8	1	9	9	4	13	6	1	7	
8 - 9 AM	30	9	39	16	6	23	23	4	27	
9 - 10 AM	18	17	35	32	9	41	18	9	27	
10 - 11 AM	9	7	16	16	33	48	6	14	20	
11 AM - Noon	8	26	34	5	26	31	6	25	32	
Noon - 1 PM	10	13	23	7	9	16	8	3	11	
1 - 2 PM	9	3	13	8	5	13	8	5	13	
2 - 3 PM	6	7	13	10	6	16	9	11	20	
3 - 4 PM	16	5	21	13	9	22	18	14	31	
4 - 5 PM	34	19	53	38	30	69	38	18	56	
5 - 6 PM	18	11	28	14	20	34	25	13	38	
6 - 7 PM	17	34	51	16	32	47	19	55	74	
7 - 8 PM	5	21	26	6	20	26	4	29	34	
8 - 9 PM	1	8	9	2	14	16	1	4	5	
9 - 10 PM	0	0	0	0	0	0	1	2	3	
10 - 11 PM	1	3	4	0	0	0	0	0	0	
11 PM - Midnight	0	0	0	0	0	0	0	0	0	
TOTAL	196	188	384	199	227	426	194	208	402	
										AVERAGE
										<u>ENTER</u>
										196
										<u>EXIT</u>
										208
										<u>BOTH</u>
										404

Non-Pool Adjustment: 0.66

267

BUCKHOLZ TRAFFIC

TABLE 16**ADJUSTED**

**W.L. STEPHENS AQUATIC CENTER HOURLY TRAFFIC COUNTS
OCTOBER 2015 WEEKDAY
CHARLESTON, SOUTH CAROLINA**

0.84	Tuesday 10/27/15			Wednesday 10/28/15			Thursday 10/29/15			
	Enter	Exit	BOTH	Enter	Exit	BOTH	Enter	Exit	BOTH	
Midnight - 1 AM			0			0			0	
1 - 2 AM			0			0			3	
2 - 3 AM			0			1			0	
3 - 4 AM			0			0			0	
4 - 5 AM			0			0			0	
5 - 6 AM			6			6			13	
6 - 7 AM			10			9			10	
7 - 8 AM			30			22			44	
8 - 9 AM			19			28			42	
9 - 10 AM			34			41			37	
10 - 11 AM			17			18			23	
11 AM - Noon			11			18			23	
Noon - 1 PM			17			10			24	
1 - 2 PM			24			24			37	
2 - 3 PM			12			23			18	
3 - 4 PM			33			52			54	
4 - 5 PM			51			37			71	
5 - 6 PM			40			55			87	
6 - 7 PM			62			62			141	
7 - 8 PM			24			70			70	
8 - 9 PM			15			9			71	
9 - 10 PM			3			3			15	
10 - 11 PM			2			3			15	
11 PM - Midnight			0			1			0	
TOTAL			410			491			797	Average
										<u>BOTH</u>
										566

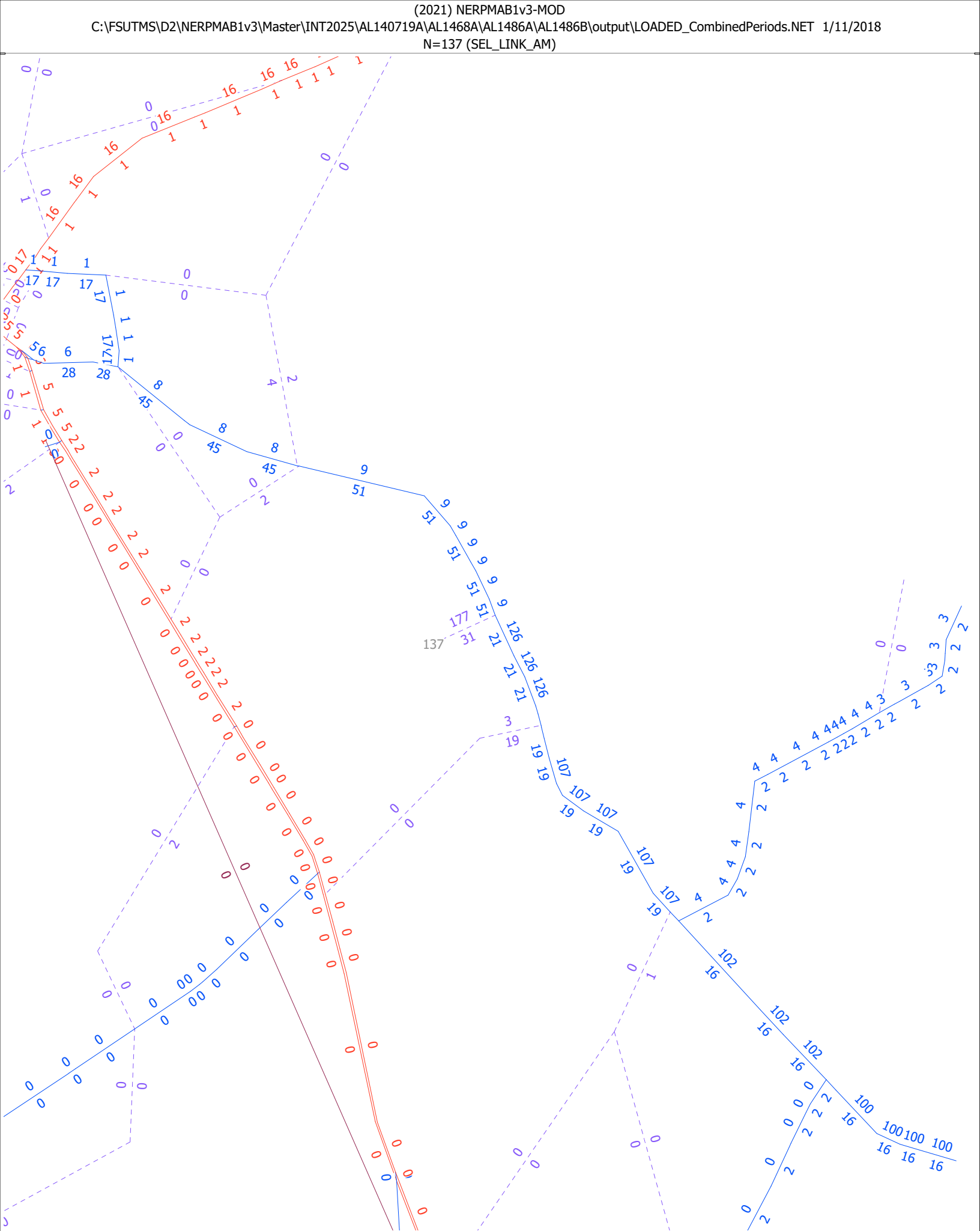
BUCKHOLZ TRAFFIC

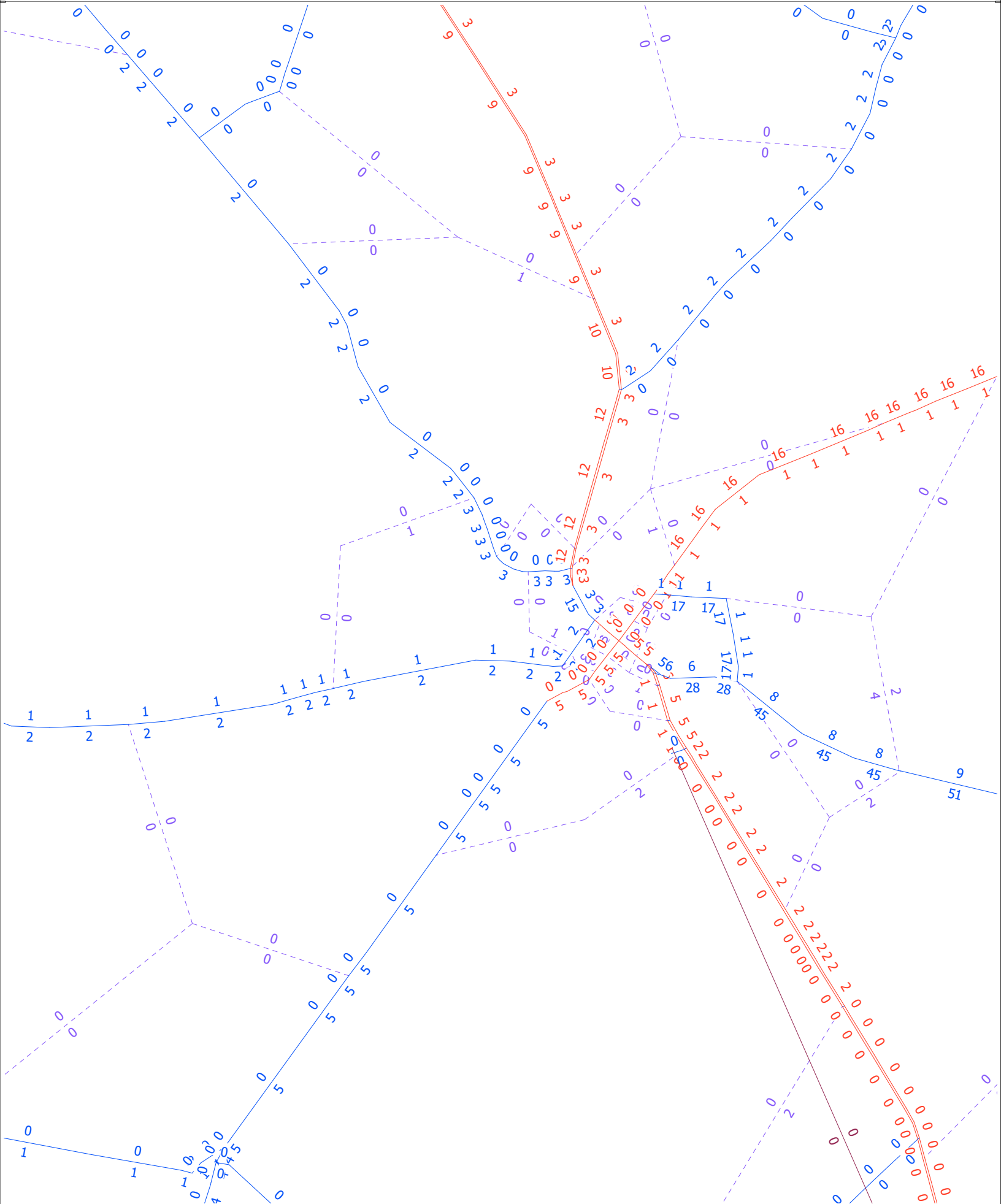
APPENDIX F

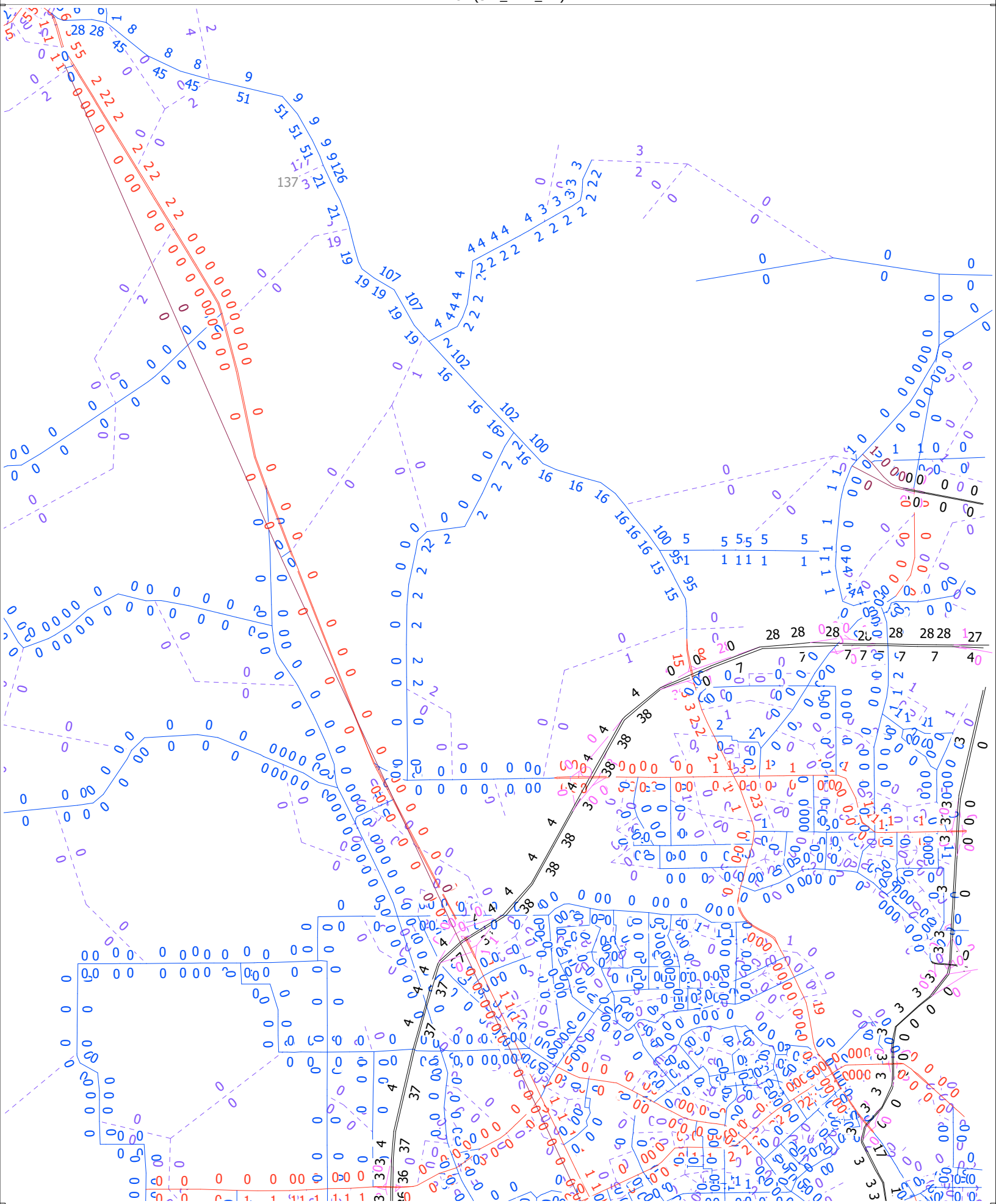
ABM NERPM RESULTS

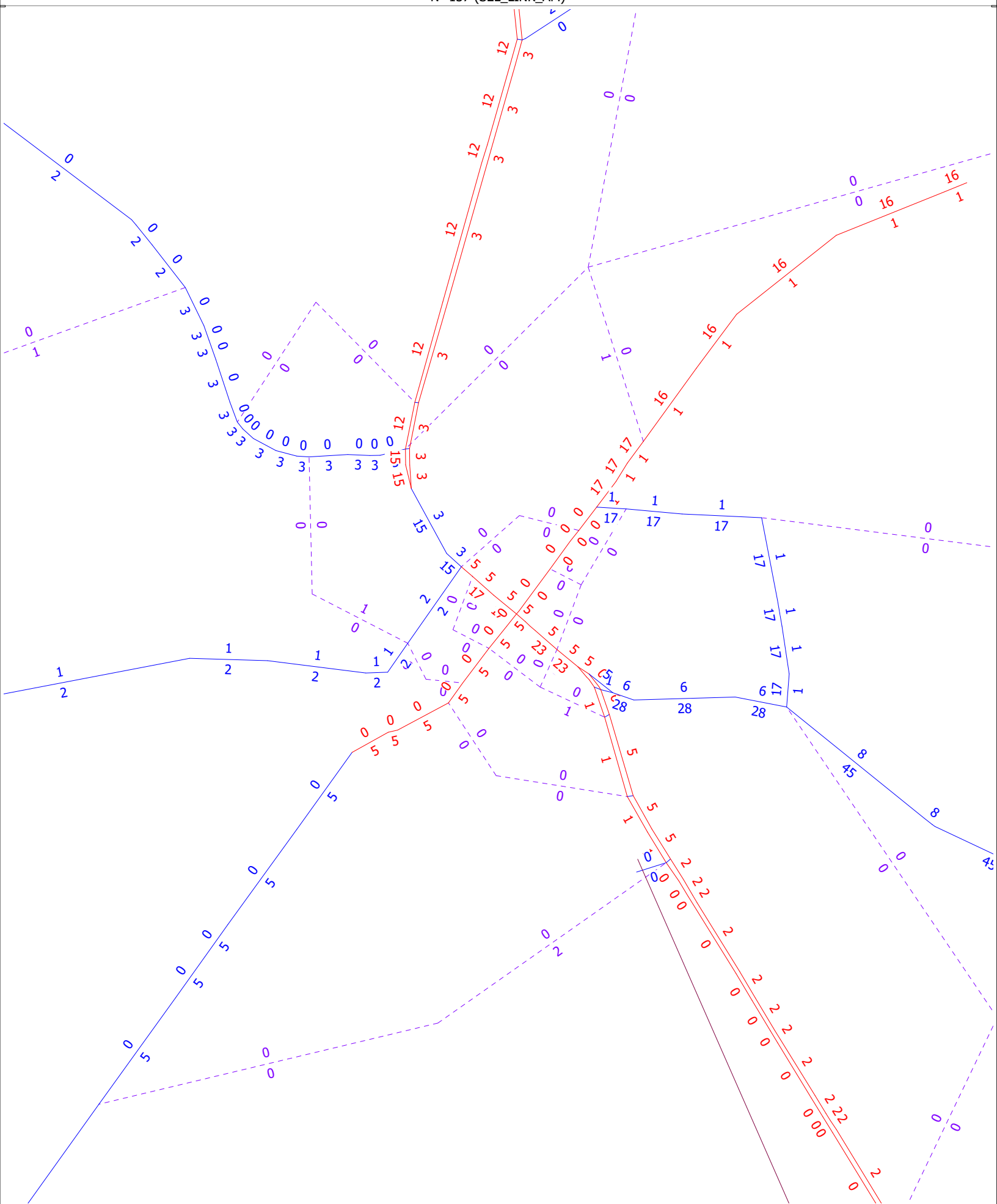


AM PEAK

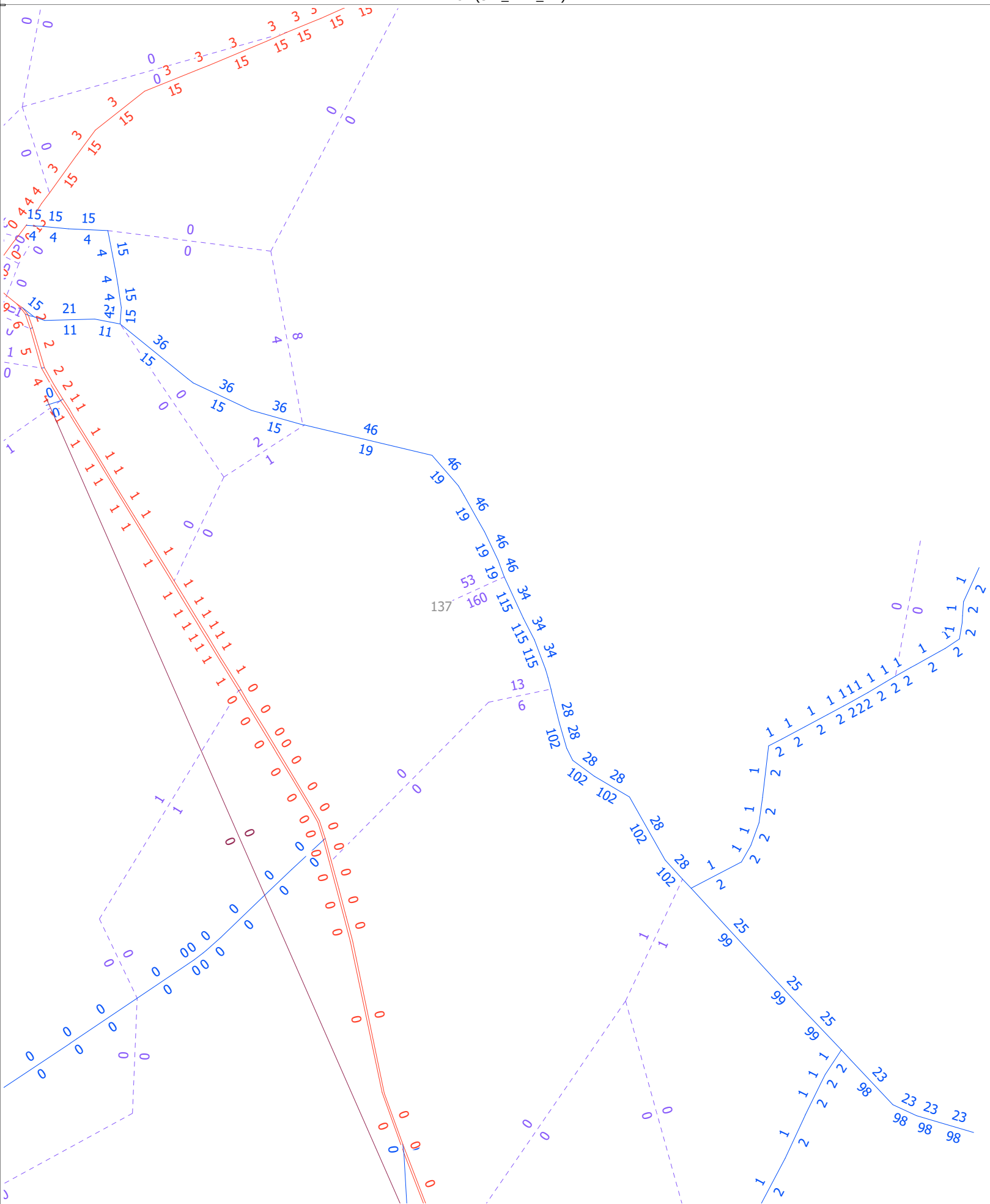


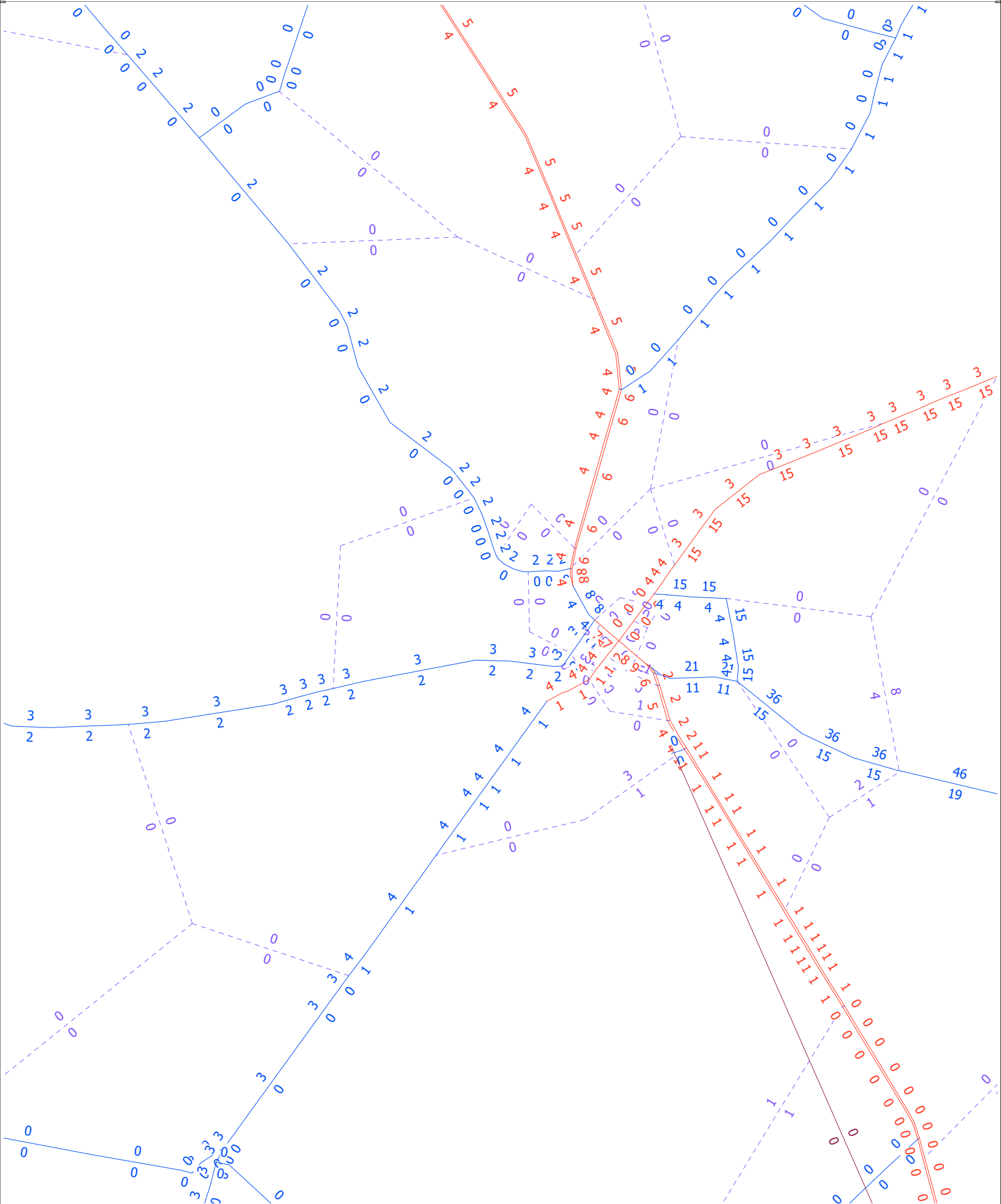


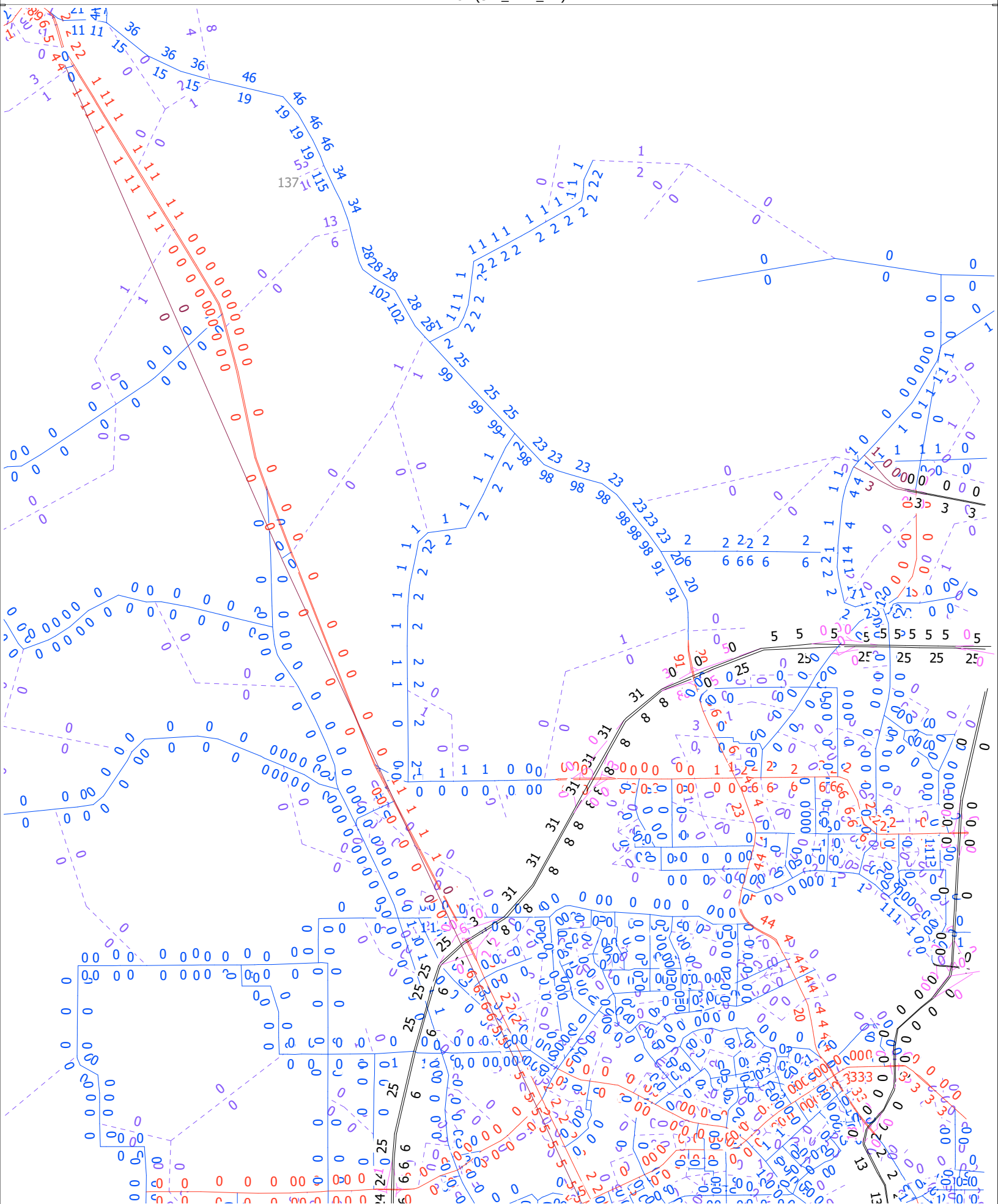


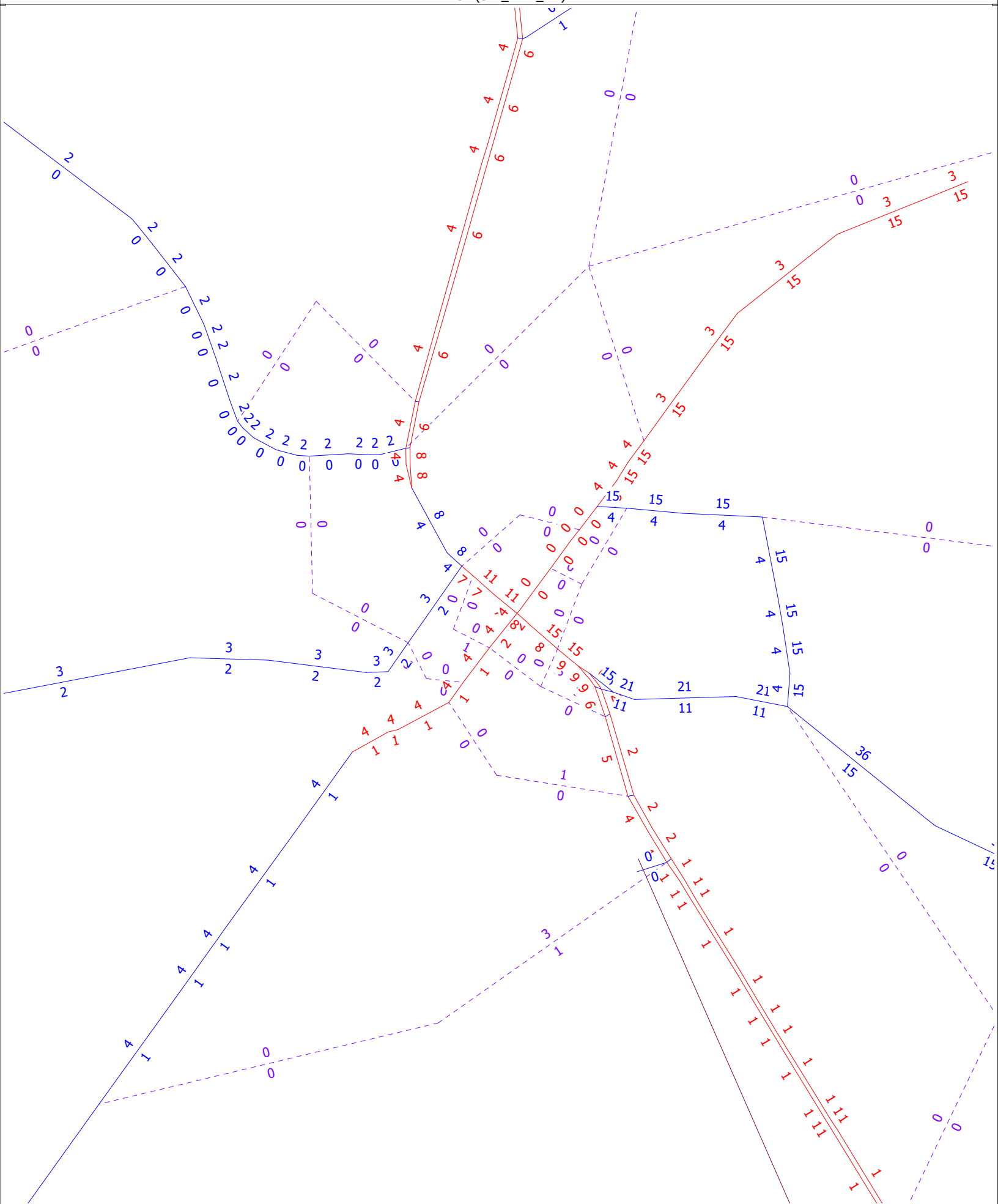


PM PEAK









APPENDIX G

CAPACITY ANALYSIS

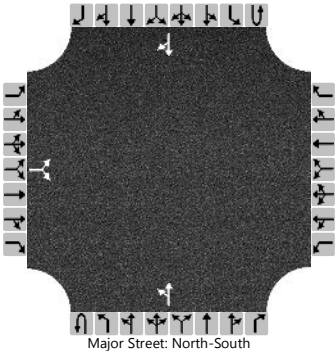


WEEKDAY PM PEAK HOUR

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	J. Buckholz	Intersection	Lem Turner/Site Drive
Agency/Co.	BUCKHOLZ TRAFFIC	Jurisdiction	Nassau County
Date Performed	8/16/2019	East/West Street	Site Drive
Analysis Year	2024	North/South Street	Lem Turner Road (SR 115)
Time Analyzed	Weekday PM Peak Hour	Peak Hour Factor	0.86
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	#17-1486B BUILD TRAFFIC		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		22		55						75	802				371	42
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

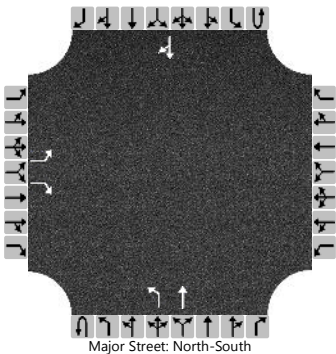
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			90							87						
Capacity, c (veh/h)			252							1081						
v/c Ratio			0.36							0.08						
95% Queue Length, Q ₉₅ (veh)			1.5							0.3						
Control Delay (s/veh)			27.0							8.6						
Level of Service (LOS)			D							A						
Approach Delay (s/veh)	27.0								2.1							
Approach LOS	D															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	J. Buckholz	Intersection	Lem Turner/Site Drive
Agency/Co.	BUCKHOLZ TRAFFIC	Jurisdiction	Nassau County
Date Performed	8/16/2019	East/West Street	Site Drive
Analysis Year	2024	North/South Street	Lem Turner Road (SR 115)
Time Analyzed	PM PkHr-With Improvements	Peak Hour Factor	0.86
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	#17-1486B BUILD TRAFFIC		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration		L		R						L	T					TR
Volume (veh/h)		22		55						75	802				371	42
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		26		64						87						
Capacity, c (veh/h)		113		604						1081						
v/c Ratio		0.23		0.11						0.08						
95% Queue Length, Q ₉₅ (veh)		0.8		0.4						0.3						
Control Delay (s/veh)		45.9		11.7						8.6						
Level of Service (LOS)		E		B						A						
Approach Delay (s/veh)	21.5								0.7							
Approach LOS	C															