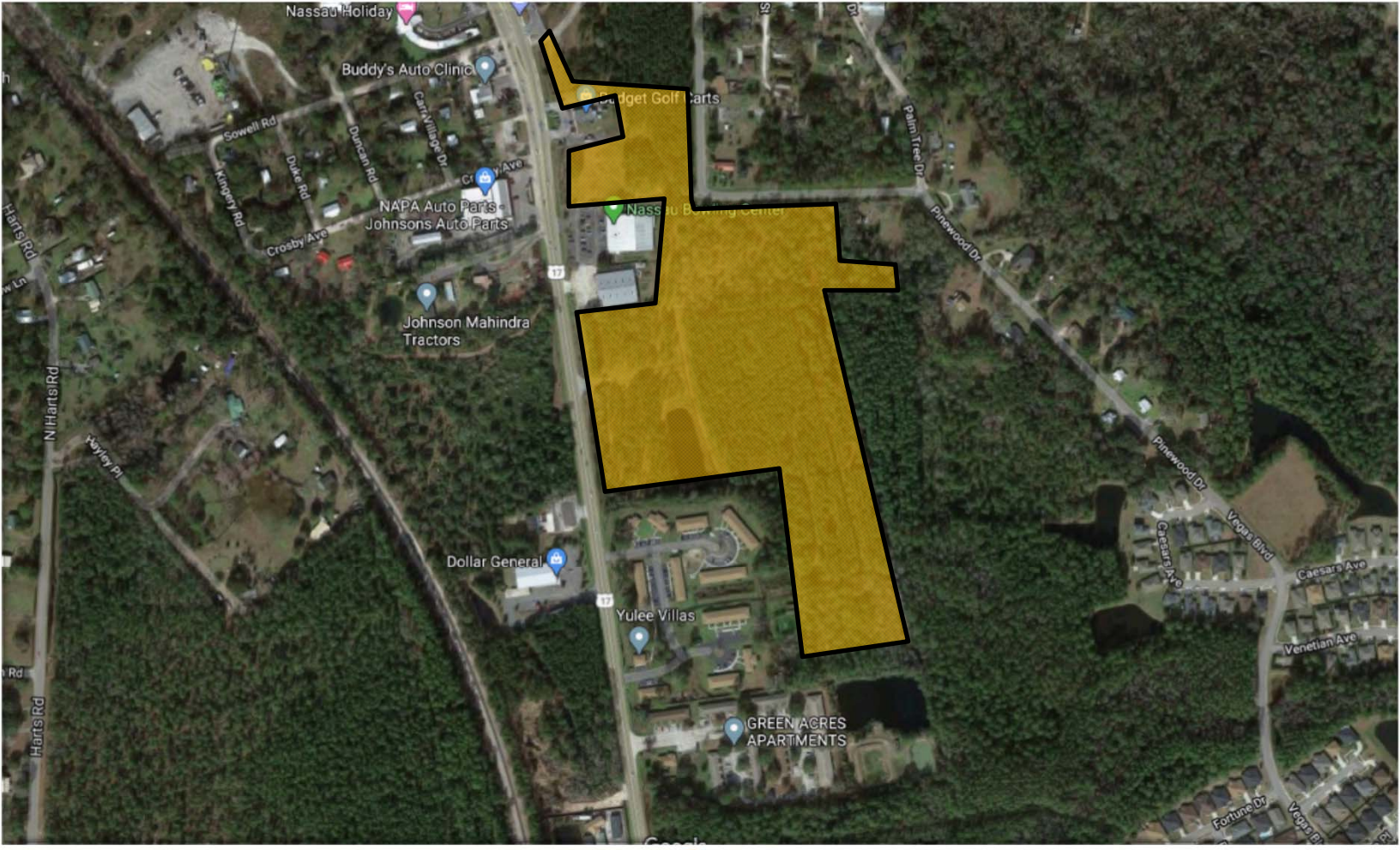


Prepared for:

Ecstatic Properties, LLC

&

Yulee Residential Re-Zoning and FDOT Traffic Study

Nassau County, Florida

Prepared By:
Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Boulevard, Suite 103
Jacksonville, FL 32216
904.619.3368 | www.ctrafficsolutions.com

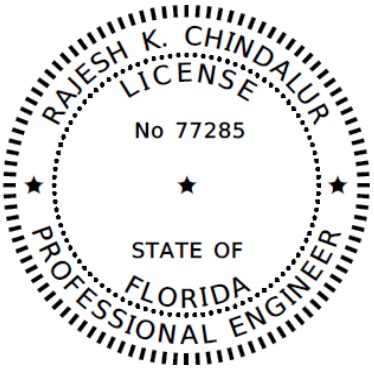
Project # 1103-190-058
Date: Updated 12/30/2020

PROFESSIONAL ENGINEER CERTIFICATE

I, Rajesh Ramn K. Chindalur, PE #77285, certify that I currently hold an active license in the state of Florida and am competent through education or experience to provide engineering services in the civil discipline contained in this plan, print, specification, or report.

PROJECT:	**Yulee Residential – Re-Zoning and FDOT Traffic Study**
LOCATION:	Nassau County, Florida
CLIENT:	Ecstatic Properties, LLC.

I further certify that this plan, print, specification, or report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. Moreover, if offered by a corporation, partnership, or through a fictitious name, I certify that the company offering the engineering services, Chindalur Traffic Solutions, Inc., 8833 Perimeter Park Boulevard, Suite 103, Jacksonville, Florida 32216, holds an active certificate of authorization #30806 to provide engineering service.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

Digitally signed by Rajesh Ramn K Chindalur
DN: c=US, o=Unaffiliated, ou=A01410C0000016E036251C10000873F, cn=Rajesh Ramn K Chindalur
Date: 2020.12.30 19:59:10 -05'00'

ON THE DATE ADJACENT TO THE SEAL.

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VIRIFIED ON ANY ELECTRONIC COPIES.

CHINDALUR TRAFFIC SOLUTIONS, INC.
8833 PERIMETER PARK BOULEVARD, SUITE 103
JACKSONVILLE, FL 32216
CERTIFICATE OF AUTHORIZATION #30806
RAJESH RAMN K. CHINDALUR, P.E. NO. 77285

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THIS DOCUMENT IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

Table of Contents

Figures

Tables

Attachment

Introduction

A residential development with 270 multi-family units (Apartments) is proposed for construction along the east side of US 17, approximately 1,650 feet south of the SR 200/A1A intersection in Nassau County, Florida. The site is approximately 26.41 acres and is designated as Medium Density Residential/Commercial under the future land use (FLU) map. The proposed project is current seeking rezoning to PUD.

Access to the proposed development is anticipated to be provided via one driveway on US 17 and one driveway on Pinewood Drive. The driveway connection on Pinewood Drive provides access to SR 200/A1A via a directional median opening. The driveway connection on US 17 is anticipated to be a full access driveway. A copy of the site plan is included as **Attachment A** and the location of the proposed development is shown in **Figure 01**.

This traffic study evaluates impact of the proposed development on all the major roadway segments within a one mile radius of the proposed development the need for auxiliary turn lane on US 17 at the proposed Project Access Driveway and on Pinewood Drive at the proposed Project Access Driveway. The need for the following turn lanes were evaluated as part of this study:

- Northbound right turn lane on US 17 at Proposed Project Access Driveway
- Southbound left turn lane on US 17 at Proposed Project Access Driveway
- The adequacy of the existing westbound left turn lane on SR 200/A1A at Pinewood Drive intersection

The turn lane evaluations were performed using the AM peak and PM peak hour traffic volumes under the build-out conditions of the proposed development. The methodology used in this study is consistent with the methodology provided to the Staff via email on 03/05/2020. A copy of the methodology document and the email acknowledgement are included as **Attachment B**.

Trip Generation

Trip generation for the proposed development was estimated using the rates and equations for land use code 220 (Multi-family Residential) included in the Trip Generation Manual, 10th Edition published by the ITE. Attached **Table 01** summarizes the trip generation from proposed multi-family development. As shown in this table, the proposed development is anticipated to generate a gross total of 2,000 daily trips, including 123 AM peak trips and 143 PM peak trips.

Study Area Roadway Segments and Existing Conditions

The study area roadway segments include all the major roadway segments within one mile radius of the proposed development (See **Figure 02).** The following roadway segments were included in the study area:

- SR 200/A1A – I-95 to Still Quarters Road
- SR 200/A1A – Still Quarters Road to US 17
- SR 200/A1A – US 17 to CR 108/Old Nassauville Road
- US 17 – 2700’ South of Harts Road to Crosby Avenue
- US 17 –Crosby Avenue to SR 200/A1A

- US 17 – SR 200/A1A to Pages Dairy Road
- US 17 – Pages Dairy Road to Hamilton Street
- Harts Road – SR 200/A1A to US 17
- Pages Dairy Road – US 17 to Chester Road
- William Burgess Road – SR 200/A1A to US 17
- Miner Road – SR 200/A1A to Haddock Road

US 17 is a two-lane undivided highway with a posted speed limit of 45 miles per hour (mph). SR 200/A1A is a six-lane divided highway with a posted speed limit of 45 miles per hour (mph). Pinewood Drive is a two-lane local roadway with a posted speed of 20 miles per hour. **Figure 03, Figure 04,** and **Figure 05** shows the existing conditions on US 17 at Proposed Project Access Driveway, Pinewood Drive at Proposed Project Access Driveway and on SR 200/A1A at Directional Median Opening respectively.

Existing year 2020 AADT, historical AADT, future year projections and adopted LOS maximum service volumes (MSV) data for each of the study area roadway segments was obtained from the FDOT Traffic Counts online portal. **Table 02** summarizes the year 2020 AADT and the currently adopted daily maximum service volumes (MSVs) for all the study area roadway segments listed above. As shown in this table, the study area roadway segments are currently operating at LOS D or better. A copy of the study roadway segments LOS summary reports obtained from The FDOT D2 LOS Summary portal are included as **Attachment C.**

Data Collection:

AM peak (7:00 AM to 9:00 AM) and PM peak (4:00 PM to 6:00 PM) turning movement counts were collected on February 06, 2020 at the SR 200/A1A and Pinewood Drive intersection. Additionally, a 24-hour hose counts were obtained on February 06, 2020 on US 17 at Proposed Project Access Driveway.

These traffic counts were further adjusted with a season factor of 1.04 to account for seasonal variations. The season factor was obtained from the Florida Department of Transportation (FDOT) online counts web-portal. A copy the traffic counts data and the season factors are included as **Attachment D**. The year 2020 traffic volumes at SR 200/A1A/Pinewood Drive and US 17/Proposed Project Access Driveway intersections are shown in **Figure 06.**

Planned Roadway Improvements

FDOT's 5 Five-Year Work Program, Nassau County's CIP and other development agreements were reviewed to include any planned roadway improvements within the study area. SR 200/A1A is being widened into a 6-lane divided highway. Construction is scheduled to be completed by year 2020. William Burgess Extension connecting US 17 and Miner Road is currently under design and anticipated to be constructed by the year 2024. Based on a review of the regional planned work programs, there were no other planned or programmed roadway improvements within the 1-mile study area.

Year 2025 Background Traffic Projections:

The future year 2025 background projections for each of the study roadway segments were obtained from the FDOT District 2 LOS Summary Reports. The year 2025 background traffic

AADTs on Harts Road and William Burgess Boulevard includes the traffic from recently approved Nassau Crossing Mixed-Use Development. The year 2025 background traffic AADTs on Pages Dairy Road was estimated by applying a growth rate of 4.78% per year (obtained from the Commerce Park PDP report). The year 2025 background traffic AADTs on Miner Road was estimated by applying a growth rate of 2% per year to the year 2009 traffic volumes. The year 2025 background traffic AADTs on the study area roadway segments at summarized in **Table 03**. As shown in this table, the study area roadway segments are anticipated to operate at LOS C or better under the year 2025 background traffic conditions, with the exception of Pages Dairy Road from US 17 to Chester Road & US 17 from Pages Dairy Road to Hamilton Street. Both these segments are anticipated to operate at LOS F under the year 2025 background conditions.

The year 2025 AM peak and PM peak hour background conditions intersection turning movement volumes were estimated by applying a growth factor of 1.112 (2.23% per year for 5 years) to the SR 200/A1A year 2020 traffic volumes and a growth factor of 1.125 (2.50% per year for 5 years) to the US 17 year 2020 traffic volumes. These growth rates were estimated using the year 2025 projections included in the LOS Summary report provided by FDOT.

Figure 07 shows the AM peak and PM peak hour year 2025 background traffic volumes at the above stated study intersections. A copy of the FDOT historical AADT, FDOT LOS Summary Sheets, the year 2025 background traffic calculations and the growth rate calculations are included in previously stated **Attachment C.**

Trip Distribution and Assignment

Project traffic distribution percentages on the study roadway segments were obtained from the currently adopted regional travel demand model run. The interim year 2025 model set of the Northeast Regional Planning Model Activity Based Model (NERPM_ABv3) travel demand forecasting model, provided by the North Florida Transportation Planning Organization (NFTPO), which was prepared as part of the NFTPO's 2040 Long Range Transportation Plan update, was used to develop project traffic distribution for the proposed development. **Figure 08** shows the project traffic distribution percentages on the study roadway segments.

A reasonableness check of area and facility type coding in the model on study links within the project transportation impact area was performed and no adjustments to these variables were required with the exception of activating Pinewood Drive (two-lane roadway with Facility Type 42 and Area Type 33) between SR 200/A1A and northern Project Driveway. The model was also verified to ensure all planned and programmed improvements within the transportation study area identified from the following sources are included in the model.

- Nassau County Capital Improvement Plan and Transportation Improvement Plan list
- Construction of developer committed improvements consistent with requirements of approved Development Orders and Developer Agreements in conjunction with the assumption that the approved land uses in the development are built
- FDOT Five year Transportation Improvement Plan list

No new projects other than the SR 200/A1A widening were identified within the project study area. The proposed development (270 residential units) was further added to the model (TAZ 33

and GIS Parcel ID 596682). A select link analysis (33-49728*, 33-49731*) was performed to determine the project traffic distribution on the study area roadway segments. **Attachment E** includes copy of the travel demand model plot showing the project traffic distribution percentages in the vicinity of the proposed development. The project traffic distribution as shown in **Figure 08** is summarized below:

- 5.5% oriented to and from the west on SR 200/A1A
- 27.5% oriented to and from the east on SR 200/A1A
- 7.6% oriented to and from the north on US 17
- 56.8% oriented to and from the south on US 17
- 2.6% oriented to and from Pages Dairy Road
- 13.48% oriented to and from William Burgess Boulevard

The trip generation included in previously stated **Table 01** was multiplied with the above stated project traffic distribution percentages to obtain the daily project traffic assignment on the study area roadway segments and the peak hour project traffic assignment at the study intersections. **Table 04** summarizes the daily project traffic distribution and assignment on the study area roadway segments. **Figure 09** shows the peak hour project traffic assignment at all the study intersections.

Year 2025 Build-Out Traffic Projections:

The year 2025 build-out traffic volumes include the year 2025 background conditions traffic volumes and the project traffic assignment. **Figure 10** shows the year 2025 build-out conditions traffic volumes at the study intersections.

Table 05 summarizes the year 2025 roadway segment analysis under the build-out conditions of the proposed development conditions. As shown in this table, the study area roadway segments are anticipated to continue to operate at LOS C or better under the year 2025 build-out conditions of the proposed development, with the exception of Pages Dairy Road from US 17 to Chester Road and US 17 from Pages Dairy Road to Hamilton Street. Both these segments are anticipated to operate at LOS F under the year 2025 build-out conditions. It should also be noted that the project traffic from the proposed development is anticipated to be less than 1% of these roadway segments maximum service volumes (MSVs). Hence, the traffic from the proposed development is not adversely impacting the segment of US 17 between Pages Dairy Road and Hamilton Street.

Northbound Right Turn Lane Evaluation:

The need for a northbound auxiliary right turn lane on US 17 at the proposed project driveway was evaluated using the guidance and criteria included in the "Driveway Information Guide" published by FDOT. This criteria is based on the research published in NCHRP 420 entitled Impacts of Access Management Techniques. For a two-lane roadway with traffic volumes greater than 600 per lane and with a posted speed limit of 45 mph, 80 right turns per hour are required to warrant an exclusive right turn lane. A copy of this criteria and guidance is included as **Attachment F**. As shown in previously stated **Figure 10** a maximum of 16 AM peak and 51 PM peak northbound right turns are anticipated on US 17 into the Project Access Driveway under the build-out conditions of the proposed development. Thus, the driveway connection does not exceed the requirement set forth by FDOT. However, the 85th percentile speed on US 17 at this

location appears to be greater than 45 miles per hour. Hence, for safety reasons, a northbound right turn lane on US 17 at the proposed Project Access Driveway is recommended under the build-out conditions of the proposed development.

Guidance from Chapter 212 of the FDOT Design Manual and the FDOT Median Handbook was used to determine the length of the recommended right turn lane. US 17 at the proposed Project Access Driveway has a posted speed limit of 45 mph. The northbound right turn lane should provide for 240 feet of deceleration and 50 feet of taper distance (290 feet collectively).

Southbound Left Turn Evaluation:

As shown in **Figure 10**, a maximum of 3 AM Peak and 9 PM peak left turns are anticipated on US 17 at the proposed Project Access Driveway under the build-out conditions of the proposed development. This equates to about 0.44% (3 southbound left turns and 629 southbound through) and 1.36% (9 southbound left turns and 662 southbound through) of the advancing volumes on US 17 during the AM peak and PM peak periods respectively. Alternatively, these left turns can enter the development via SR 200/A1A at Pinewood Drive. Hence, a southbound left turn lane on US 17 at the proposed Project Access Driveway is not anticipated to be warranted under the build-Out conditions of the proposed development. This was discussed and agreed upon by the Staff (Mr. Tom Cavin, P.E.) during a meeting on 03/05/2020.

Eastbound Right Turn Evaluation on SR 200/A1A at Pinewood Drive:

SR 200/A1A is a six-lane divided roadway with a posted speed limit of 35 mph at Pinewood Drive. The need for an eastbound auxiliary right turn lane on SR 200/A1A at Pinewood Drive was evaluated using the guidance and criteria included in the "Driveway Information Guide" published by FDOT. This criteria is based on the research published in NCHRP 420 entitled Impacts of Access Management Techniques. For a multi-lane divided roadway with a posted speed limit less than 45 mph, 125 right turns per hour are required to warrant an exclusive right turn lane. A copy of this criteria and guidance is included in previously stated **Attachment F**. As shown in previously stated **Figure 10** a maximum of 20 AM peak (includes 1 AM peak project related trip) and 48 PM peak (4 PM peak project related trips) eastbound right turns are anticipated on SR 200/A1A at Pinewood Drive under the build-out conditions of the proposed development. Thus, the eastbound right turns does not exceed the thresholds included in the guidance provided by FDOT. Hence, an eastbound right turn lane on SR 200/A1A at Pinewood Drive is not anticipated to be warranted under the year 2025 build-out conditions of the proposed development.

Westbound Left Turn Evaluation on SR 200/A1A at Pinewood Drive:

The existing westbound left turn lane on SR 200/A1A at Pinewood Drive is approximately 225 feet. A left turn lane evaluation to determine the adequacy of the existing turn lane under the year 2025 build-out conditions was performed by calculating the anticipated 95th percentile queue length. The 95th percentile queue length was obtained from the intersection capacity analysis of the SR 200/A1A at Pinewood Drive intersection. As shown in previously state **Figure 10**, a maximum of 30 AM peak (that includes 8 project related trips) and 97 PM peak (that includes 27 project related trips) westbound left turns are anticipated on SR 200/A1A at Pinewood Drive. The anticipated 95th percentile queue length under build-out conditions is 25 feet (0.6 vehicles) and 125 feet (5 vehicles) during the AM peak and PM peak time periods respectively under the build-out

conditions of the proposed development. Hence, the existing westbound left turn lane on SR 200/A1A at Pinewood Drive is anticipated to be adequate under the build-out conditions of the proposed development.

Driveway Evaluation (Westbound Left Turn and Right Turn Lanes):

The need for separate westbound left turn and right turn lanes on the proposed Project Access Driveway at US 17 was evaluated based on the guidance and criteria included in the FDOT Driveway Handbook. The criteria states that separate left-turn and right-turn lanes should be considered on driveways/roadways where expected volumes exceed 600 vehicles per day. A copy of this criteria and guidance in included as **Attachment G**.

Based upon the model distribution, about 1,136 vehicles per day (56.8% of 2000 daily trips) are anticipated to enter and exit the proposed Project Access Driveway on US 17 under the year 2025 build-out conditions of the proposed school. Hence, it is recommended that a separate left turn lane and a right turn lane be provided on the proposed Project Access Driveway on SU 17.

Intersection Capacity Analysis

Intersection capacity analysis was performed for the SR 200/A1A at Pinewood Drive and US 17 at Project Access Driveway intersections using Synchro 10 software. Synchro 10 software uses HCM6 procedures and methodologies in calculating LOS and Delay at two-way stop controlled (TWSC) intersections. **Table 06** summarizes the HCM Delay, LOS and 95th percentile queue lengths for all the critical approaches at the study intersections under the existing year, 2025 background, and 2025 build-out conditions.

As shown in this table, the SR 200/A1A intersection approaches are currently operating at LOS C or better during the AM Peak hour and LOS E or better during the PM peak hour. Under the year 2025 background conditions, the intersection approaches are anticipated to operate at LOS D or better, with the exception of the westbound left turn from SR 200/A1A onto Pinewood Drive. These westbound left turns are anticipated to operate at LOS F during the PM peak hour. However, the 95th percentile queue is not anticipated to be more than 75 feet (3 cars).

Under 2025 build-out conditions, all intersection approaches are anticipated to operate at LOS E or better, with the exception of the westbound left turn from SR 200/A1A onto Pinewood Drive. These westbound left turns are anticipated to operate at LOS F during the PM peak hour. However, the 95th percentile queue is not anticipated to be more than 125 feet (5 cars). However, this HCM analysis does not consider platooning effects or gaps from the SR 200/A1A at US 17 signalized intersection. When the traffic signal displays red for SR 200/A1A, sufficient gaps should be present in the eastbound through movement, which will allow for westbound left turns onto Pinewood Drive.

The US 17 intersection approaches are anticipated to operate at LOS E or better with a maximum queue of 50 feet under 2025 build-out conditions. A copy of the HCM worksheets are included as **Attachment H**.

Summary and Conclusions

A residential development with 270 multi-family units (Apartments) is proposed for construction along the east side of US 17, approximately 1,650 feet south of the SR 200/A1A intersection in Nassau County, Florida. The site is approximately 26.41 acres and is designated as Medium Density Residential/Commercial under the future land use (FLU) map. The proposed project is current seeking rezoning to PUD.

Access to the proposed development is anticipated to be provided via one driveway on US 17 and one driveway on Pinewood Drive. The driveway connection on Pinewood Drive provides access to SR 200/A1A via a directional median opening. The driveway connection on US 17 is anticipated to be a full access driveway.

The need for the following turn lanes were evaluated as part of this study:

- Northbound right turn lane on US 17 at Proposed Project Access Driveway
- Southbound left turn lane on US 17 at Proposed Project Access Driveway
- The adequacy of the existing westbound left turn lane on SR 200/A1A at Pinewood Drive intersection

The turn lane evaluations were performed using the AM peak and PM peak hour traffic volumes under the build-out conditions of the proposed development. The methodology used in this study is consistent with the methodology provided to the Staff via email on 03/05/2020.

The proposed development is anticipated to generate a gross total of 2,000 daily trips, including 123 AM peak trips and 143 PM peak trips.

Project traffic distribution percentages on the study roadway segments were obtained from the currently adopted regional travel demand model run. The interim year 2025 model set of the Northeast Regional Planning Model Activity Based Model (NERPM_ABv3) travel demand forecasting model, provided by the North Florida Transportation Planning Organization (NFTPO), which was prepared as part of the NFTPO's 2040 Long Range Transportation Plan update, was used to develop project traffic distribution for the proposed development.

The study area roadway segments are currently operating at LOS D or better. The study area roadway segments are anticipated to operate at LOS C or better under the year 2025 background traffic conditions, with the exception of Pages Dairy Road from US 17 to Chester Road & US 17 from Pages Dairy Road to Hamilton Street. Both these segments are anticipated to operate at LOS F under the year 2025 background conditions.

The study area roadway segments are anticipated to continue to operate at LOS C or better under the year 2025 build-out conditions of the proposed development, with the exception of Pages Dairy Road from US 17 to Chester Road and US 17 from Pages Dairy Road to Hamilton Street. Both these segments are anticipated to operate at LOS F under the year 2025 build-out conditions. It should also be noted that the project traffic from the proposed development is anticipated to be less than 1% of these roadway segments maximum service volumes (MSVs).

Hence, the traffic from the proposed development is not adversely impacting the segment of US 17 between Pages Dairy Road and Hamilton Street.

The northbound right turns on US 17 at the proposed Project Driveway connection does not exceed the requirement set forth by FDOT. However, the 85th percentile speed on US 17 at this location appears to be greater than 45 miles per hour. Hence, for safety reasons, a northbound right turn lane on US 17 at the proposed Project Access Driveway is recommended under the build-out conditions of the proposed development. Guidance from Chapter 212 of the FDOT Design Manual and the FDOT Median Handbook was used to determine the length of the recommended right turn lane. US 17 at the proposed Project Access Driveway has a posted speed limit of 45 mph. The northbound right turn lane should provide for 240 feet of deceleration and 50 feet of taper distance (290 feet collectively).

A maximum of 3 AM Peak and 9 PM peak left turns are anticipated on US 17 at the proposed Project Access Driveway under the build-out conditions of the proposed development. This equates to about 0.44% (3 southbound left turns and 629 southbound through) and 1.36% (9 southbound left turns and 662 southbound through) of the advancing volumes on US 17 during the AM peak and PM peak periods respectively. Alternatively, these left turns can enter the development via SR 200/A1A at Pinewood Drive. Hence, a southbound left turn lane on US 17 at the proposed Project Access Driveway is not anticipated to be warranted under the build-Out conditions of the proposed development.

The eastbound right turns does not exceed the thresholds included in the guidance provided by FDOT. Hence, an eastbound right turn lane on SR 200/A1A at Pinewood Drive is not anticipated to be warranted under the year 2025 build-out conditions of the proposed development.

The existing westbound left turn lane on SR 200/A1A at Pinewood Drive is approximately 225 feet. The anticipated 95th percentile queue length under build-out conditions is 25 feet (1 vehicle) and 150 feet (5 vehicles) during the AM peak and PM peak time periods respectively under the build-out conditions of the proposed development. Hence, the existing westbound left turn lane on SR 200/A1A at Pinewood Drive is anticipated to be adequate under the build-out conditions of the proposed development.

About 1,136 vehicles per day (56.8% of 2000 daily trips) are anticipated to enter and exit the proposed Project Access Driveway on US 17 under the year 2025 build-out conditions of the proposed school. Hence, it is recommended that a separate left turn lane and a right turn lane be provided on the proposed Project Access Driveway on US 17.

The SR 200/A1A intersection approaches are currently operating at LOS C or better during the AM Peak hour and LOS E or better during the PM peak hour. Under the year 2025 background conditions, the intersection approaches are anticipated to operate at LOS D or better, with the exception of the westbound left turn from SR 200/A1A onto Pinewood Drive. These westbound left turns are anticipated to operate at LOS F during the PM peak hour. However, the 95th percentile queue is not anticipated to be more than 75 feet (3 cars).

Under 2025 build-out conditions, all intersection approaches are anticipated to operate at LOS E or better, with the exception of the westbound left turn from SR 200/A1A onto Pinewood Drive. These westbound left turns are anticipated to operate at LOS F during the PM peak hour. However, the 95th percentile queue is not anticipated to be more than 125 feet (5 cars). However, this HCM analysis does not consider platooning effects or gaps from the SR 200/A1A at US 17 signalized intersection. When the traffic signal displays red for SR 200/A1A, sufficient gaps should be present in the eastbound through movement, which will allow for westbound left turns onto Pinewood Drive. The US 17 intersection approaches are anticipated to operate at LOS E or better with a maximum queue of 50 feet under 2025 build-out conditions.

Table 01
Daily and Peak Hour Trip Generation
Yulee Apartments, Nassau County, Florida

ITE Land Use Code	Description	Quantity	Units	Time Period	Rate or Equation	Trips		Gross Trips		
						% Entering	% Exiting	Total	Entering	Exiting
220	Multifamily Residential	270	DUs	Daily	T = 7.56(X) - 40.86	50%	50%	2,000	1,000	1,000
				AM Peak	Ln(T) = 0.95 Ln(X) - 0.51	23%	77%	123	28	95
				PM Peak	Ln(T) = 0.89 Ln(X) - 0.02	63%	37%	143	90	53

Trip Rate/Equation: ITE Trip Generation Manual, 10th Edition

Table 02
Study Roadway Segments
Yulee Residential, Nassau County, Florida

Number	Roadway	Section	Daily Maximum Service Volume	Adopted LOS Standard	AADT Year	AADT	Year 2020 AADT	Year 2020 Existing LOS
1	SR 200/A1A	I-95 to Still Quarters Road	77,900	D	2020	23,152	23,152	C
2	SR 200/A1A	Still Quarters Road to US 17	59,900	D	2020	22,479	22,479	C
3	SR 200/A1A	US 17 to CR 108/Old Nassauville Road	59,900	D	2020	36,841	36,841	C
4	US 17	2700' South of Harts Road to Crosby Avenue	24,200	D	2020	13,520	13,520	C
5	US 17	Crosby Avenue to SR 200/A1A	39,800	D	2020	14,097	14,097	C
6	US 17	SR 200/A1A to Pages Dairy Road	39,800	D	2020	12,929	12,929	C
7	US 17	Pages Dairy Road to Hamilton Street	17,700	D	2020	13,320	13,320	D
8	*Harts Road	SR 200/A1A to US 17	15,930	D	2018	800	832	C
9	*Pages Dairy Road	US 17 to Chester Road	15,930	D	2018	12,259	13,459	D
10	*William Burgess Road	SR 200/A1A to US 17	15,930	D	2018	2,800	2,913	C
11	**Miner Road	SR 200/A1A to Haddock Road	15,930	D	2009	7,070	8,791	C

Source:
MSVs - FDOT Year 2020 Generalized Service Volume Tables
Harts Road, Pages Dairy Road, Wiilam Burgess Road & Miner Road MSV = 17,700 * 0.9 = 15,930
*Year 2018 AADT = North Florida TPO Traffic Counts Data
**Miner Road AADT = Year 2009
Harts Road, William Burgess Blvd., and Miner Road Growth Rate = 2.00%

Table 03
Year 2025 Background Traffic Projections
Yulee Residential, Nassau County, Florida

			A	B	C	D
Number	**Roadway**	**Section**	**Daily Maximum Service Volume**	**Year 2020 AADT**	**Year 2025 Background AADT**	**Year 2025 Background LOS**
1	SR 200/A1A	I-95 to Still Quarters Road	77,900	23,152	26,605	C
2	SR 200/A1A	Still Quarters Road to US 17	59,900	22,479	24,250	C
3	SR 200/A1A	US 17 to CR 108/Old Nassauville Road	59,900	36,841	40,946	C
4	US 17	2700' South of Harts Road to Crosby Avenue	24,200	13,520	15,210	C
5	US 17	Crosby Avenue to SR 200/A1A	39,800	14,097	15,840	C
6	US 17	SR 200/A1A to Pages Dairy Road	39,800	12,929	17,503	C
7	US 17	Pages Dairy Road to Hamilton Street	17,700	13,320	18,870	F
8	Harts Road	SR 200/A1A to US 17	15,930	832	5,493	C
9	Pages Dairy Road	US 17 to Chester Road	15,930	13,459	16,998	F
10	William Burgess Road	SR 200/A1A to US 17	15,930	2,913	12,845	C
11	Miner Road	SR 200/A1A to Haddock Road	15,930	8,791	9,706	C

Source:
MSVs - FDOT Year 2020 Generalized Service Volume Tables
Harts Road, Pages Dairy Road, Wiilam Burgess Road & Miner Road MSV = 17,700 * 0.9 = 15,930

Background Growth Calculations

Harts Road	100% of 3583 + 8% of 13477 (Nassau Crossing SF + Nassau Crossing Mixed Use)	4661
Pages Dairy	Growth Rate = 4.78% (ENCPA TIA Methodology)	
William Burgess Blvd.	44% of 3583 + 62% of 13477 (Nassau Crossing SF + Nassau Crossing Mixed Use)	9932
Miner Road	Growth Rate = 2.00%	

Table 04
Project Traffic Distribution and Assignment
Yulee Residential, Nassau County, Florida

2,000

Proposed Development Conditions			A	B = A * 2000
			Project Traffic Distribution & Assignment	
Number	Roadway	Section	Distribution	Daily
1	SR 200/A1A	I-95 to Still Quarters Road	5.50%	110
2	SR 200/A1A	Still Quarters Road to US 17	5.50%	110
3	SR 200/A1A	US 17 to Chester Road	27.50%	550
4	US 17	Harts Road to Crosby Avenue	56.80%	1,136
5	US 17	Crosby Avenue to SR 200/A1A	56.80%	1,136
6	US 17	SR 200/A1A to Pages Dairy Road	10.20%	204
7	US 17	Pages Dairy Road to CR 108	7.60%	152
8	Harts Road	SR 200/A1A to US 17	0.00%	-
9	Pages Dairy Road	US 17 to Chester Road	2.60%	52
10	William Burgess Road	SR 200/A1A to US 17	13.48%	270
11	Miner Road	SR 200/A1A to Haddock Road	1.58%	32

A - Travel Demand Model Plot (Attachment E)

Table 05
Year 2025 Buid-Out Conditions Roadway Segment Analysis
Yulee Residential, Nassau County, Florida

			A	B	C	D	E	F	G
Number	Roadway	Section	Daily Maximum Service Volume	Year 2025 Background AADT	Project Traffic Assignment	Project Traffic % of MSV	Year 2025 Build-out Volume	Year 2025 BO Traffic % of MSV	Year 2025 BO Traffic LOS
1	SR 200/A1A	I-95 to Still Quarters Road	77,900	26,605	110	0.14%	26,715	34.29%	C
2	SR 200/A1A	Still Quarters Road to US 17	59,900	24,250	110	0.18%	24,360	40.67%	C
3	SR 200/A1A	US 17 to Chester Road	59,900	40,946	550	0.92%	41,496	69.28%	C
4	US 17	Harts Road to Crosby Avenue	24,200	15,210	1,136	4.69%	16,346	67.55%	C
5	US 17	Crosby Avenue to SR 200/A1A	39,800	15,840	1,136	2.85%	16,976	42.65%	C
6	US 17	SR 200/A1A to Pages Dairy Road	39,800	17,503	204	0.51%	17,707	44.49%	C
7	US 17	Pages Dairy Road to CR 108	17,700	18,870	152	0.86%	19,022	107.47%	F
8	Harts Road	SR 200/A1A to US 17	15,930	5,493	-	0.00%	5,493	34.48%	C
9	Pages Dairy Road	US 17 to Chester Road	15,930	16,998	52	0.33%	17,050	107.03%	F
10	William Burgess Road	SR 200/A1A to US 17	15,930	12,845	270	1.69%	13,115	82.33%	C
11	Miner Road	SR 200/A1A to Haddock Road	15,930	9,706	32	0.20%	9,738	61.13%	C

A - FDOT Q LOS Manual LOS Standard Tables
B - Table 03: Year 2025 Background Conditions Roadway Segment Analysis
C - Table 04: Project Traffic Distribution and Assignment
D = B + C
E = D/A * 100%
F = FDOT Year 2013 Q-LOS Manual Generalized Service Volume Tables

Table 06
HCM Delay and LOS
Yulee Residential - Nassau County, FL

Intersection	Approach	Traffic Control	AM Peak			PM Peak		
			Delay	LOS	95th %ile Q (ft)	Delay	LOS	95th %ile Q (ft)
Year 2020 - Existing Conditions								
SR 200/A1A at Pinewood Drive	WBL	Yield	21.80	C	25	42.60	E	50
	EBU	Yield	19.00	C	25	15.80	C	25
	NBR	Stop	17.50	C	25	22.00	C	25
Year 2025 - Background Conditions								
SR 200/A1A at Pinewood Drive	WBL	Yield	25.90	D	25	67.60	F	75
	EBU	Yield	22.40	C	25	18.10	C	25
	NBR	Stop	19.50	C	25	25.80	D	25
Year 2025 - Build-Out Conditions								
SR 200/A1A at Pinewood Drive	WBL	Yield	27.10	D	25	97.00	F	125
	EBU	Yield	22.40	C	25	18.10	C	25
	NBR	Stop	21.40	C	25	27.90	D	25
US 17 at Project Driveway	SBL	Yield	9.00	A	0	9.50	A	0
	WBL	Stop	43.20	E	50	40.30	E	25
	WBR	Stop	13.10	B	25	14.00	B	25

Source: Attachment H

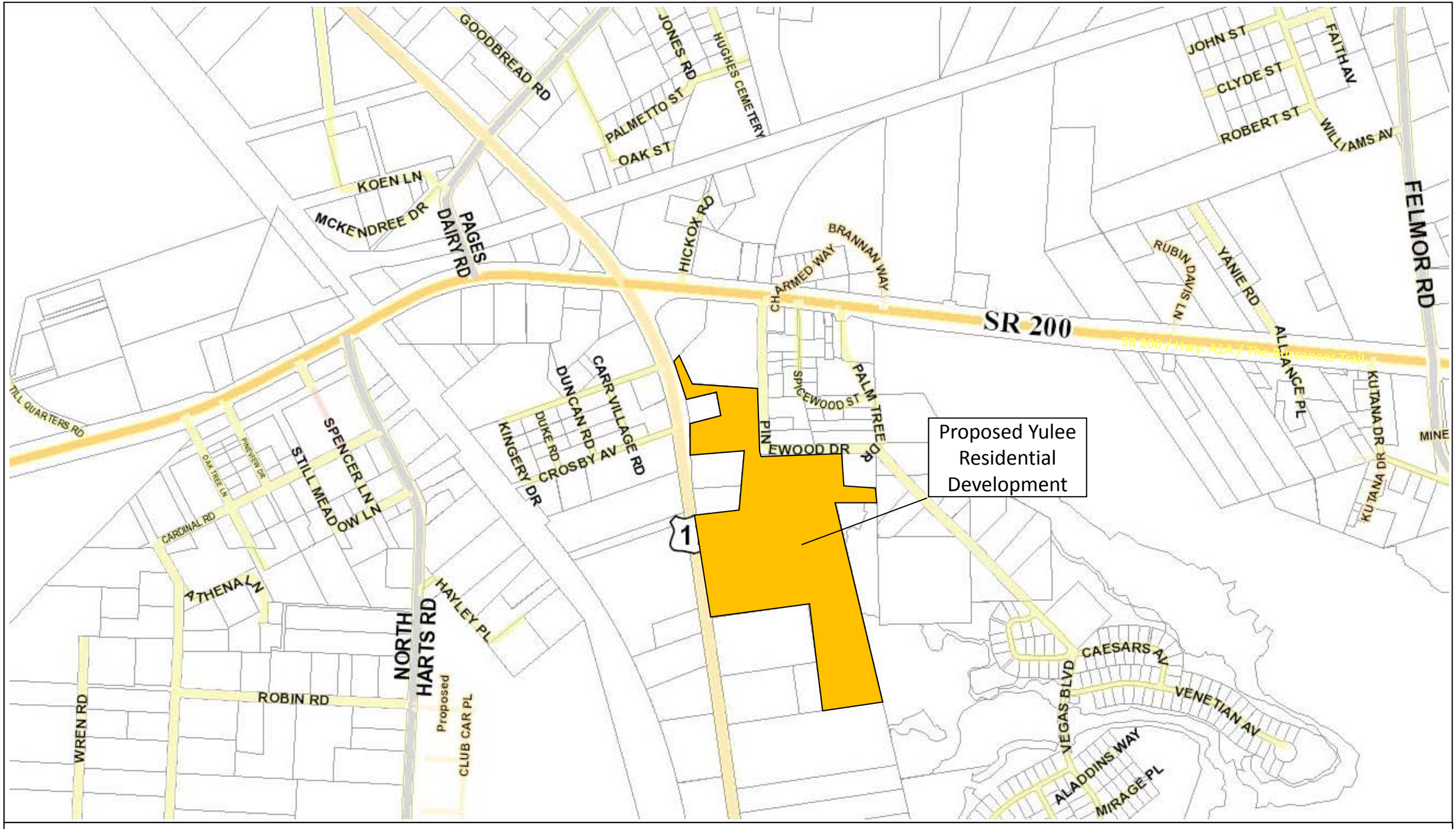


Figure 01 – Location Map

Yulee Residential – Nassau County Traffic Study

Nassau County, Florida

CTSI

Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Blvd., Suite 103
Jacksonville FL 32216
(904) 619-3368 | chindalur@ctrafficsolutions.com |

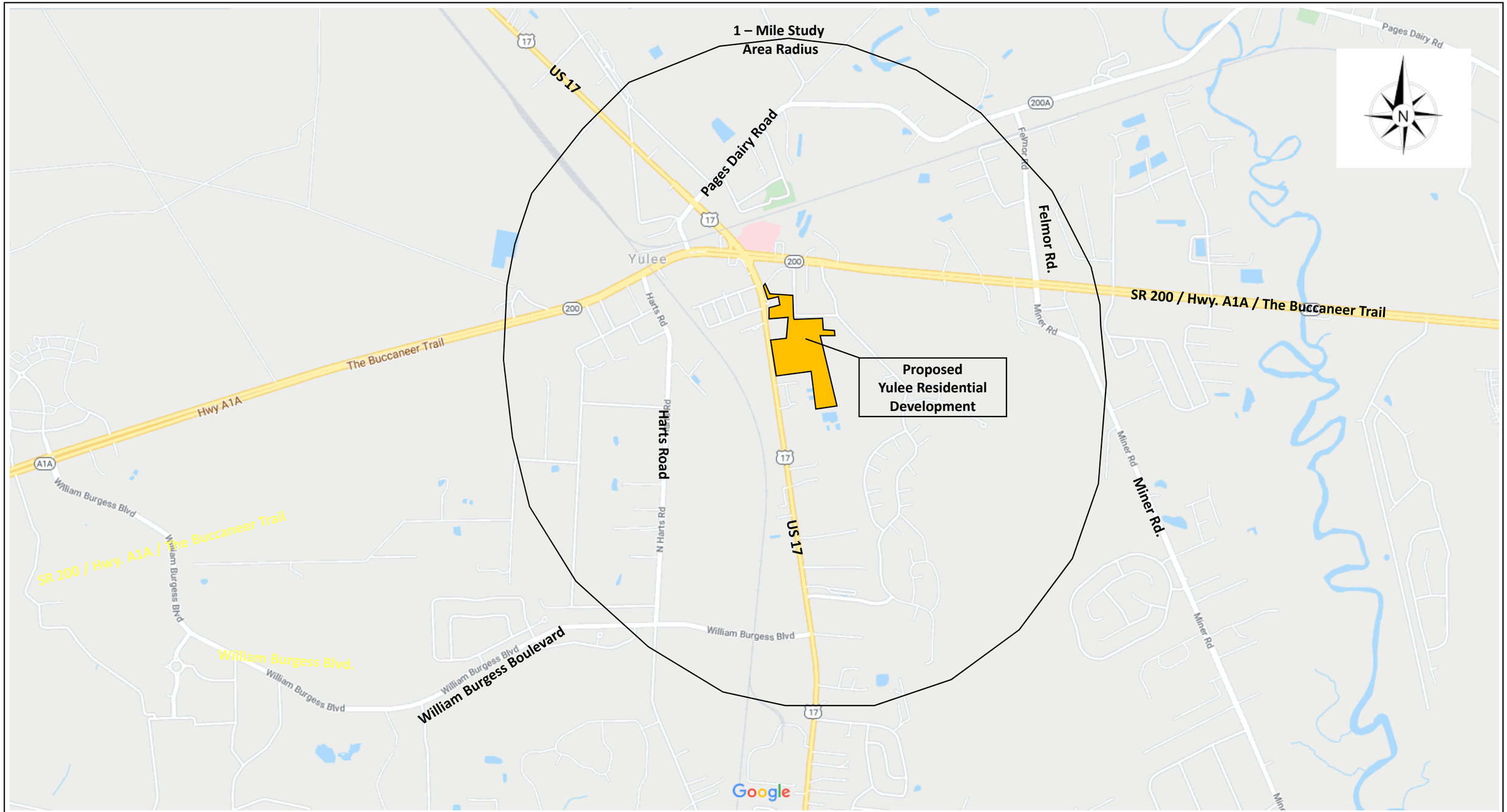


Figure 02 – Study Area Roadway Segments
Yulee Residential
Nassau County, Florida

Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Blvd., Suite 103
Jacksonville FL 32216
(904) 619-3368 | www.ctrafficsolutions.com

Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Boulevard,
Suite 103
Jacksonville, FL 32216
Phone: (904) 619-3368
www.ctrafficsolutions.com

Figure 03 – Existing Conditions
US 17 at Project Driveway
Yulee Residential – Traffic Study
Nassau County, Florida

Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Boulevard,
Suite 103
Jacksonville, FL 32216
Phone: (904) 619-3368
www.ctrafficsolutions.com

Figure 04 – Existing Conditions
Pinewood Dr. at Project Driveway
Yulee Residential – Traffic Study
Nassau County, Florida

Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Boulevard,
Suite 103
Jacksonville, FL 32216
Phone: (904) 619-3368
www.ctrafficsolutions.com

Figure 05 – Existing Conditions
S.R. 200 at Pinewood Dr.
Yulee Residential – Traffic Study
Nassau County, Florida

US 17

Pages Dairy Road

S.R. 200

1,760 (1,491)
19 (61)
1 (3)

S.R. 200

(14) 7
(1,605) 1,329
(40) 17

(30) 23

Pinewood Drive

606 (580)

Project Driveway

(617) 545

US 17

LEGEND:

534 – AM Peak Hour Traffic

(923)– PM Peak Hour Traffic

Figure 06 – Year 2020 AM and PM Peak Hour Traffic Volumes

Yulee Residential – Traffic Study
Nassau County, Florida

Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Boulevard,
Suite 103
Jacksonville, FL 32216
Phone: (904) 619-3368
www.ctrafficsolutions.com

LEGEND:

534 – AM Peak Hour Traffic

(923)– PM Peak Hour Traffic

Figure 07 – Year 2025 AM and PM Peak Hour Background Traffic Volumes

Yulee Residential – Traffic Study
Nassau County, Florida

Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Boulevard,
Suite 103
Jacksonville, FL 32216
Phone: (904) 619-3368
www.ctrafficsolutions.com

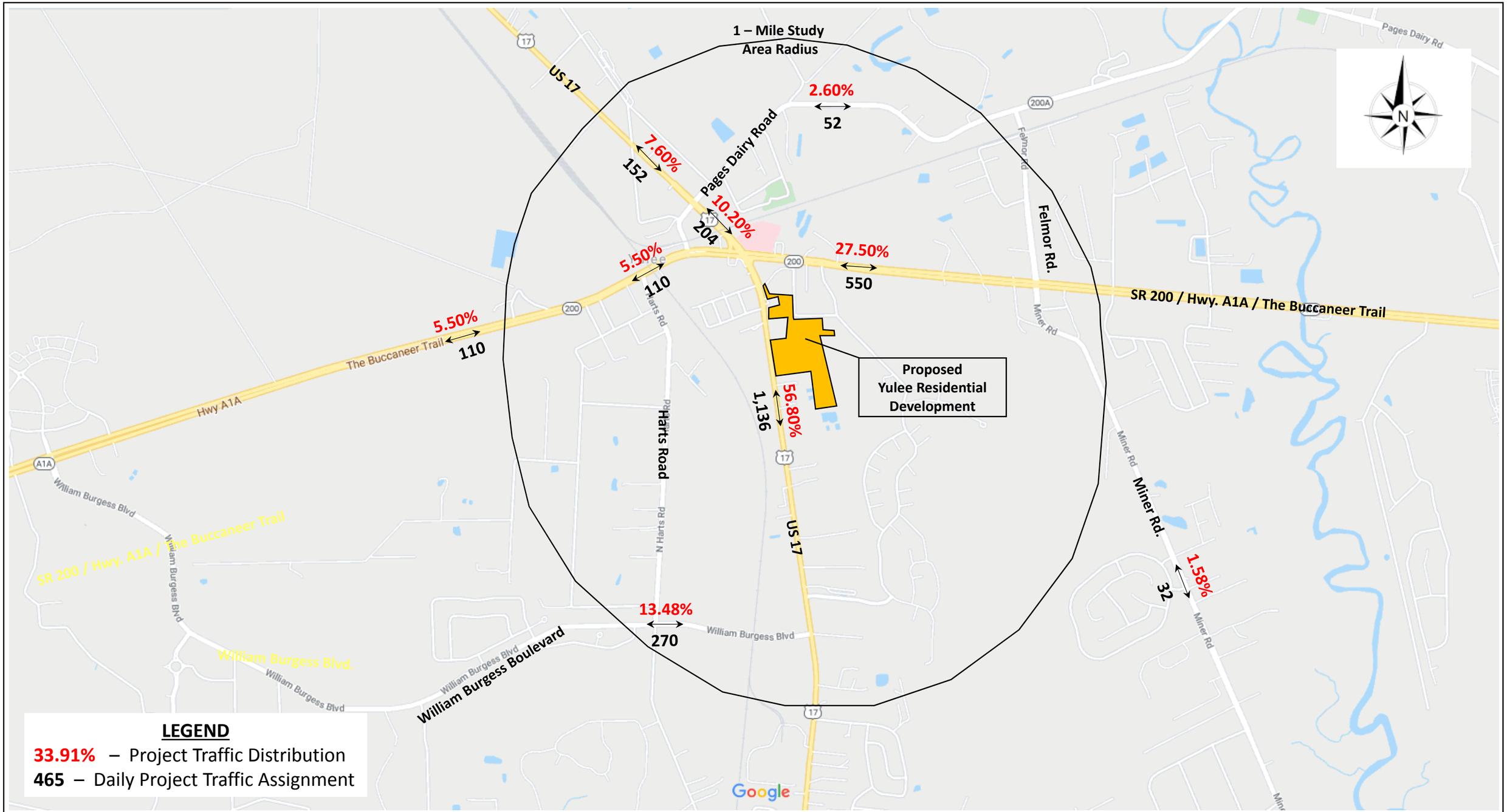


Figure 08 – Project Traffic Distribution and Assignment on Study Area Roadway Segments

Yulee Residential

Nassau County, Florida

Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Blvd., Suite 103
Jacksonville FL 32216
(904) 619-3368 | www.ctrafficsolutions.com

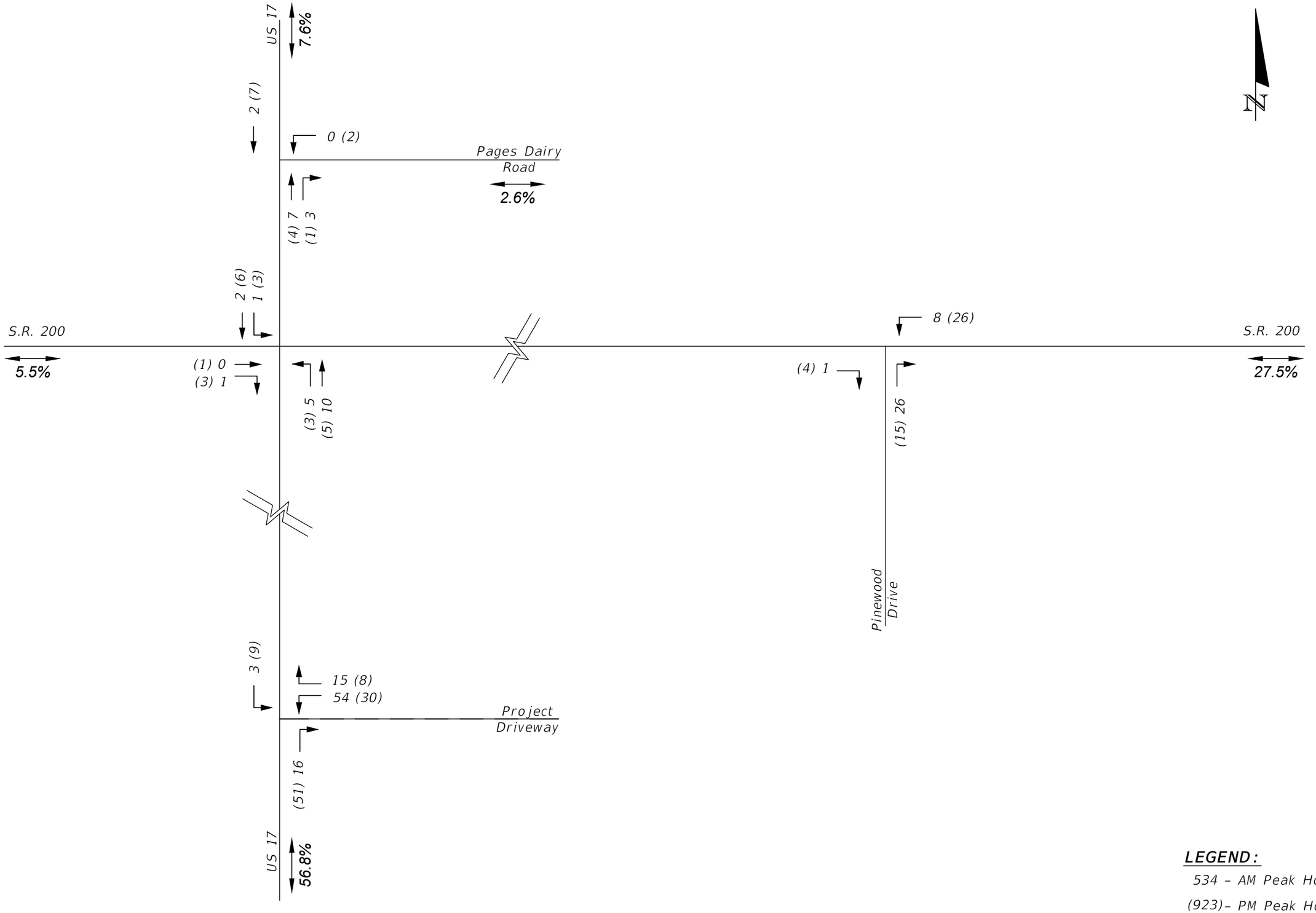
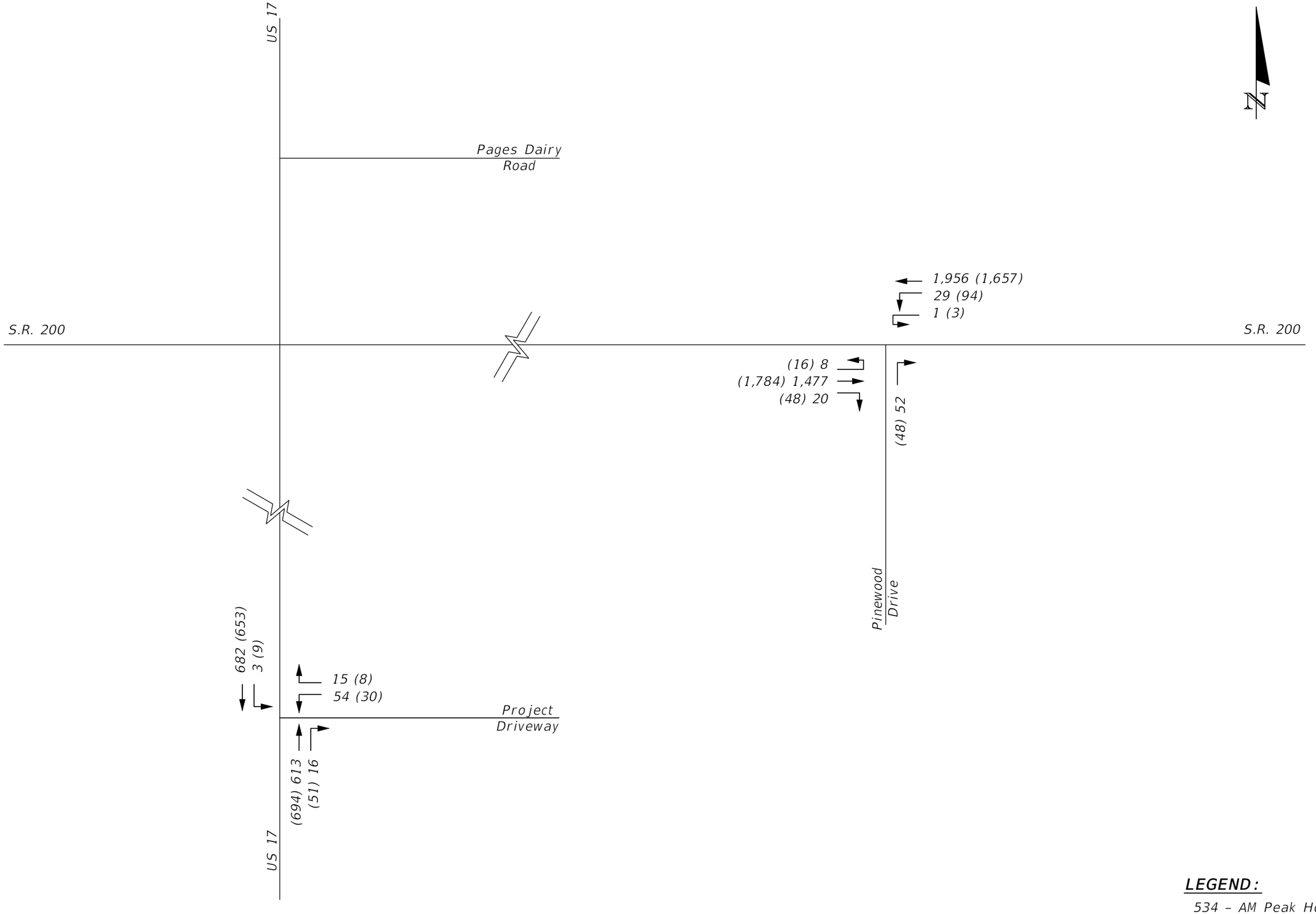


Figure 09 - Year 2025 AM and PM Project Traffic Distribution and Assignment
Yulee Residential - Traffic Study
Nassau County, Florida

Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Boulevard,
Suite 103
Jacksonville, FL 32216
Phone: (904) 619-3368
www.ctrafficsolutions.com



LEGEND:

534 – AM Peak Hour Traffic

(923)– PM Peak Hour Traffic

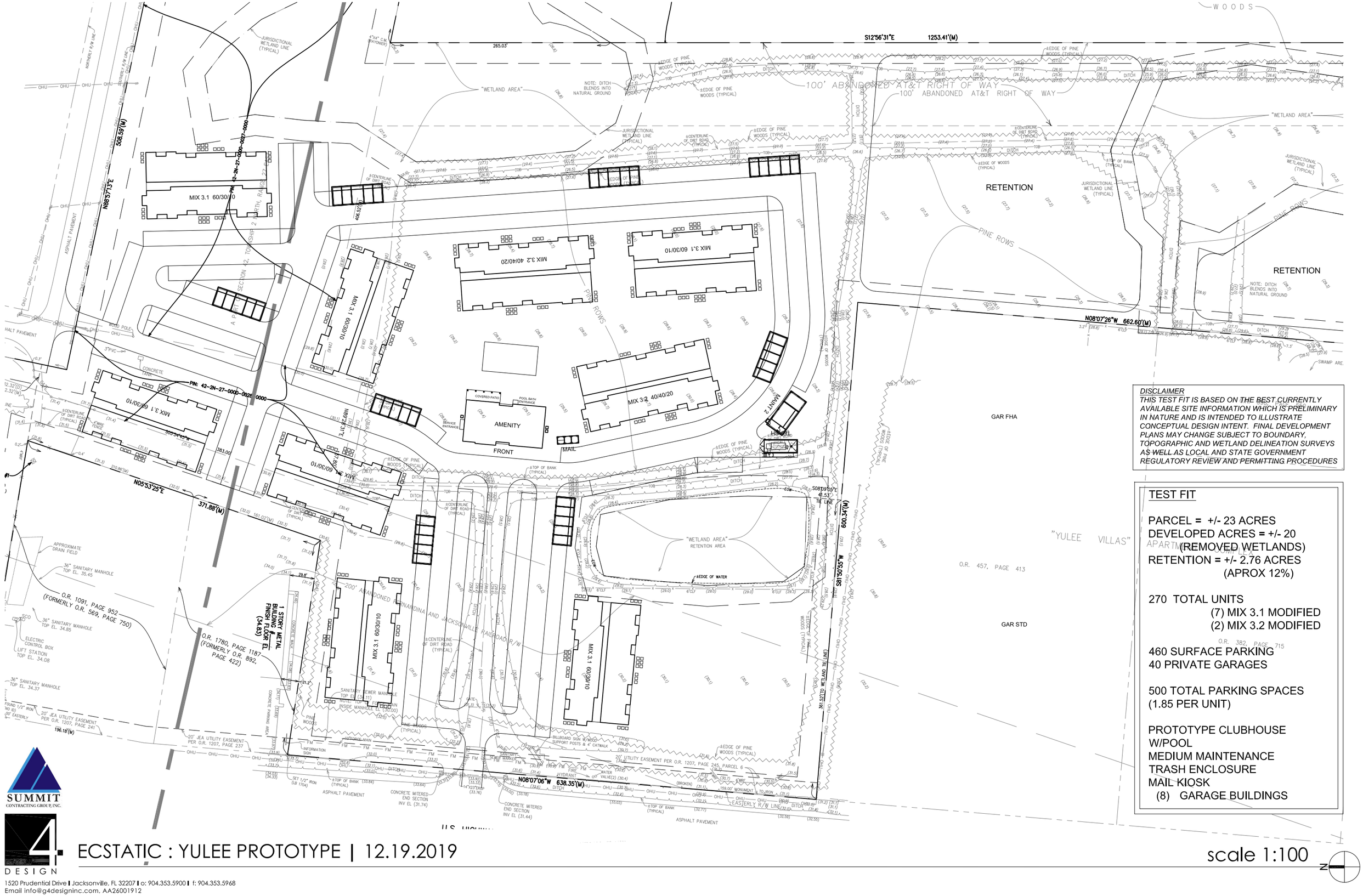
Figure 10 – Year 2025 AM and PM Build-Out Traffic Volumes

Yulee Residential – Traffic Study
Nassau County, Florida

Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Boulevard,
Suite 103
Jacksonville, FL 32216
Phone: (904) 619-3368
www.ctrafficsolutions.com

Attachment A

Project Site Plan



DISCLAIMER

THIS TEST FIT IS BASED ON THE BEST CURRENTLY AVAILABLE SITE INFORMATION WHICH IS PRELIMINARY IN NATURE AND IS INTENDED TO ILLUSTRATE CONCEPTUAL DESIGN INTENT. FINAL DEVELOPMENT PLANS MAY CHANGE SUBJECT TO BOUNDARY, TOPOGRAPHIC AND WETLAND DELINEATION SURVEYS AS WELL AS LOCAL AND STATE GOVERNMENT REGULATORY REVIEW AND PERMITTING PROCEDURES

TEST FIT

PARCEL = +/- 23 ACRES
DEVELOPED ACRES = +/- 20
(REMOVED WETLANDS)
RETENTION = +/- 2.76 ACRES
(APROX 12%)

270 TOTAL UNITS
(7) MIX 3.1 MODIFIED
(2) MIX 3.2 MODIFIED

460 SURFACE PARKING
40 PRIVATE GARAGES

500 TOTAL PARKING SPACES
(1.85 PER UNIT)

PROTOTYPE CLUBHOUSE
W/POOL
MEDIUM MAINTENANCE
TRASH ENCLOSURE
MAIL KIOSK
(8) GARAGE BUILDINGS

SUMMIT CONTRACTING GROUP, INC.

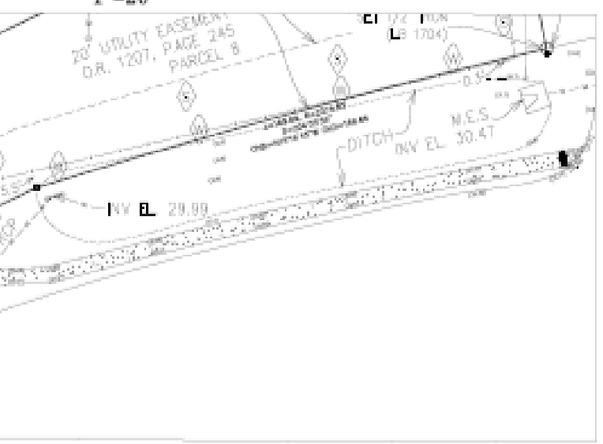
4 DESIGN

ECSTATIC : YULEE PROTOTYPE | 12.19.2019

scale 1:100

1520 Prudential Drive | Jacksonville, FL 32207 | o: 904.353.5900 | f: 904.353.5968
Email info@g4designinc.com, AA26001912

1"=20'



Surveyed and Prepared By:
RICHARD N. CLARSON AND ASSOCIATES, INC
Professional Surveyors and Mappers

Attachment B

Methodology Document
and Email Approval

Gmail by Google

Rajesh Ramn Chindalur <chindalur@ctrafficsolutions.com>

RE: Traffic Study Methodology for Yulee Apartments on US 17

1 message

Robert Companion <rcompanion@nassaucountyfl.com> Fri, Jan 17, 2020 at 10:40 AM
To: Rajesh Ramn Chindalur <chindalur@ctrafficsolutions.com>, Kailey Saver <ksaver@nassaucountyfl.com>

I find the parameters acceptable to begin the study. Kailey did you have any comments.

Robert T. Companion, PE

County Engineer

Nassau County Engineering Services

96161 Nassau Place

Yulee, FL 32097

904-530-6225 Phone

904-491-3611 Fax

rcompanion@nassaucountyfl.com

From: Rajesh Ramn Chindalur <chindalur@ctrafficsolutions.com>
Sent: Friday, January 17, 2020 9:25 AM
To: Robert Companion <rcompanion@nassaucountyfl.com>; Kailey Saver <ksaver@nassaucountyfl.com>
Subject: Traffic Study Methodology for Yulee Apartments on US 17

Good Morning Roberty/Kailey,

Hope all is well. See attached Traffic Study methodology for the Yulee Residential project on US 17. Please review and let me know your thoughts and comments. If this methodology is acceptable, we will proceed with obtaining the necessary traffic counts.

Thanks,

Raj

--

Rajesh Ramn K. Chindalur, P.E., PTOE

Chindalur Traffic Solutions, Inc.

8833 Perimeter Park Boulevard, Suite 103, Jacksonville, FL 32216

Office: (904) 619 3368 | Cell: (904) 422-6923 | Chindalur@ctrafficsolutions.com

To: Mr. Robert Companion, PE
County Engineer
Nassau County Engineering Services
96161 Nassau Place
Yulee, FL 32097

From: Rajesh K. Chindalur, P.E., PTOE
Project: Yulee Apartment Project
Client: Ecstatic Properties, LLC.
Project No.: 1048-190-058
Date: 01/13/2020

Introduction:
Chindalur Traffic Solutions, Inc. has been retained by Ecstatic Properties, LLC. to perform a traffic study for the proposed multi-family development Nassau County, Florida. The subject property is located along the east side of US 17, approximately 1,650 feet south of the SR 200/A1A intersection. The subject property is designated as Medium Density Residential/Commercial under the future land use (FLU) map. The proposed project is seeking rezoning for the subject property as part of the development.

The proposed development is anticipated to include approximately 270 apartment residential dwelling units on roughly 26.41 acres (10.22 units per acre). Access to the proposed development is anticipated to be provided via one driveway on US 17 and another driveway on Pinewood Drive. The driveway connection on Pinewood Drive provides access to SR 200/A1A via a right-in-right-out driveway

Attachment A includes a copy of the site plan (Source: Abbey Civil, Inc.) for the proposed development. The following methodology will be adopted to complete the traffic study.

Trip Generation:
Trip generation and for the proposed development will be estimated using the rates and equations included in the Trip Generation Manual, 10th Edition published by the ITE. **Table 01** summarizes the daily, AM peak and PM peak trips anticipated by the proposed development. As shown in this table, the proposed development is anticipated to generate 2,000 daily trips that include 123 AM peak and 143 PM peak trips.

Study Area:
Since the proposed development is seeking rezoning, the study area will include all the roadway segments within a one-mile radius of the proposed development. The details of the study area roadway segments will be obtained from the FDOT Florida Traffic Online Portal. The following roadway segments are within the 1-mile study area radius:

- US 17 from SR 200/A1A to Harts Road
- US 17 from SR 200/A1A to Pages Dairy Road
- US 17 from Pages Dairy Road to CR 108
- SR 200/A1A from I-95 to Still Quarters Road
- SR 200/A1A from Still Quarters Road to US 17
- SR 200/A1A from US 17 to Chester Road
- Harts from SR 200/A1A to US 17
- Pages Dairy from US 17 to Chester Road
- William Burgess from SR 200/A1A to US 17
- Miner Road from SR 200/A1A to Haddock Road

Figure 01 also shows the study area roadway segments within one-mile radius of the proposed development.

Planned and Programmed Roadways:
Based on a review of the regional planned work programs, there were no planned or programmed roadways improvements within the 1-mile study area. The widening of SR 200 from 4 lanes to 6 lanes was recently completed and will be utilized in the roadway segment analysis.

Project Traffic Distribution & Assignment:
Project traffic distribution percentages on the study roadway segments will be obtained using the interim year 2025 NERPM_ABv3 travel demand model run.

Roadway Segment Analysis:
The segment analysis of the study area roadway segments (roadway segments stated above) will be performed to determine any impacts due to the new trips from the proposed development.

Turn Lane Evaluation:
An evaluation to determine the need for northbound right turn lane and a southbound left turn lane on US 17 at the proposed project driveway intersection will be performed under the build-out conditions of the proposed development.

Intersection Capacity Analysis:
Intersection analysis will include the Level of Service (LOS) and Delay for the intersection approaches. Intersection analysis will be performed on the following two intersections within the study area:

- US 17 at Project Driveway 1,650 feet south of SR 200/A1A
- SR 200/A1A at Pinewood Drive

A report summarizing the above tasks and the outcome of the analysis will be prepared for submittal to Nassau County and FDOT for review and approvals.

If you have any questions or comments, please give me a call at (904) 422 6923.

Sincerely,
Chindalur Traffic Solutions, Inc.

Rajesh K. Chindalur, P.E., PTOE
8833 Perimeter Park Boulevard, Suite 103, Jacksonville, FL 32216
(904) 619-3368 | Chindalur@ctrafficsolutions.com

cc: Mr. John D. Cattano (Ecstatic Properties, LLC)
Mr. Gary Abbey, P.E. (Abbey Civil, Inc.)

Table 01
Daily and Peak Hour Trip Generation
Yulee Apartments, Nassau County, Florida

ITE Land Use Code	Description	Quantity	Units	Time Period	Rate or Equation	Gross Trips		
						Total	Entering	Exiting
220	Multifamily Residential	270	DUs	Daily	T = 7.56(X) - 40.86	2,000	1,000	1,000
				AM Peak	Ln(T) = 0.95 Ln(X) - 0.51	123	28	95
				PM Peak	Ln(T) = 0.89 Ln(X) - 0.02	143	90	53

Trip Rate/Equation: ITE Trip Generation Manual, 10th Edition

Figure 01 – Location Map

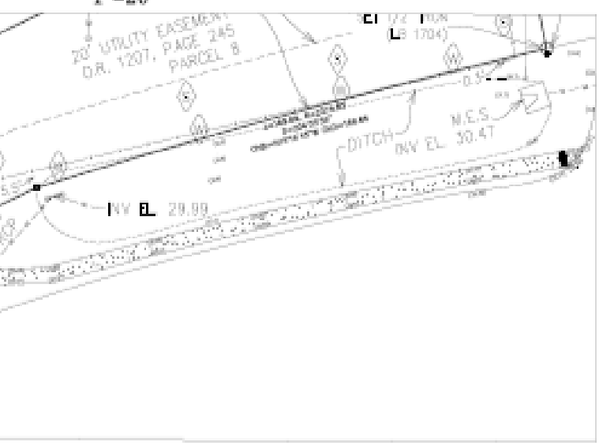
Yulee Residential – Nassau County Traffic Study

Nassau County, Florida

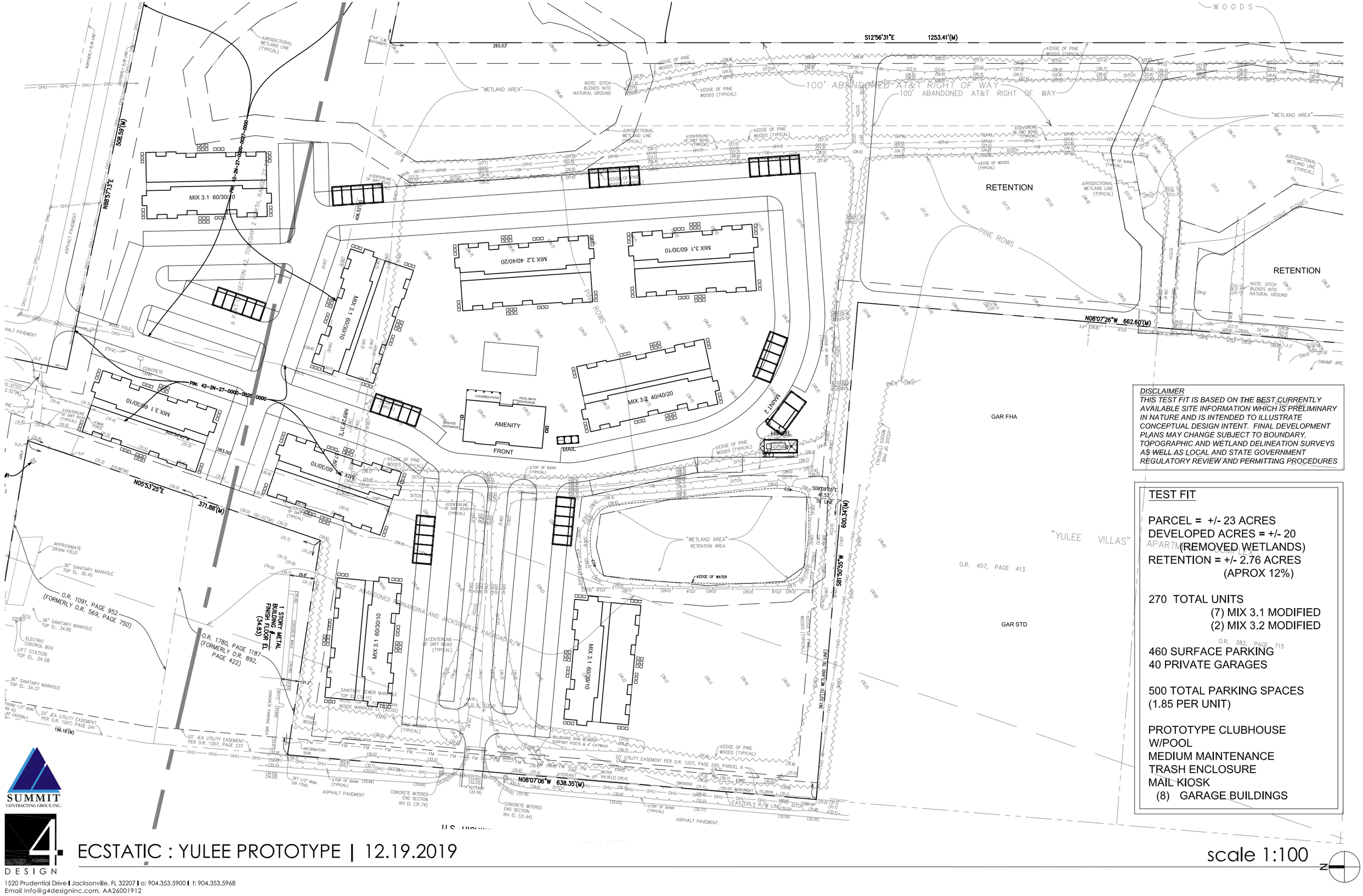
CTSI

8833 Perimeter Park Blvd., Suite 103
Jacksonville FL 32216
(904) 619-3368 | chindalur@ctrafficsolutions.com |

1"=20'



Surveyed and Prepared By:
RICHARD N. CLARSON AND ASSOCIATES, INC
Professional Surveyors and Mappers



DISCLAIMER

THIS TEST FIT IS BASED ON THE BEST CURRENTLY AVAILABLE SITE INFORMATION WHICH IS PRELIMINARY IN NATURE AND IS INTENDED TO ILLUSTRATE CONCEPTUAL DESIGN INTENT. FINAL DEVELOPMENT PLANS MAY CHANGE SUBJECT TO BOUNDARY, TOPOGRAPHIC AND WETLAND DELINEATION SURVEYS AS WELL AS LOCAL AND STATE GOVERNMENT REGULATORY REVIEW AND PERMITTING PROCEDURES

TEST FIT

PARCEL = +/- 23 ACRES
DEVELOPED ACRES = +/- 20
(REMOVED WETLANDS)
RETENTION = +/- 2.76 ACRES
(APROX 12%)

270 TOTAL UNITS
(7) MIX 3.1 MODIFIED
(2) MIX 3.2 MODIFIED

460 SURFACE PARKING
40 PRIVATE GARAGES

500 TOTAL PARKING SPACES
(1.85 PER UNIT)

PROTOTYPE CLUBHOUSE
W/POOL
MEDIUM MAINTENANCE
TRASH ENCLOSURE
MAIL KIOSK
(8) GARAGE BUILDINGS

SUMMIT CONTRACTING GROUP, INC.

4 DESIGN

ECSTATIC : YULEE PROTOTYPE | 12.19.2019

scale 1:100

1520 Prudential Drive | Jacksonville, FL 32207 | o: 904.353.5900 | f: 904.353.5968
Email info@g4designinc.com, AA26001912

Attachment C

FDOT District 2 LOS Summary Reports, and Historical AADT

SR AIA/200 from US 17 to CR 107 / Old Nassauville Rd

Attribute	Value
Segment ID:	733
Segment Length (miles):	5.271 mi
Location:	Nassau County
County:	Nassau
Roadway ID:	74060000
Begin MP:	0.000
End MP:	5.272
SIS:	Yes
SIS Type:	SIS SG Connector
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	35-55 mph
Facility Type:	Arterial
Area Type:	Urbanized
Standard K:	9.0%
FDOT LOS Standard:	D
Max. Service Vol. Adj. Factor:	0.00

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Street View:
http://maps.google.com/maps?q=&layer=c&cbll=30.6284363699133,-81.5572001873035

Projected Values	2018	2020	2025	2030	2035	2040	2045
Number of Lanes	4	6	6	6	6	6	6
AADT	35,199	36,841	40,946	45,051	49,156	53,261	57,366
Peak Hour Maximum Service Volume at LOS Standard	3,580	5,390	5,390	5,390	5,390	5,390	5,390
Peak Hour Traffic Volume	3,168	3,316	3,685	4,055	4,424	4,794	5,163
Peak Hour LOS	C	C	C	C	C	C	C

Notes: Six lanes by 2020 per FDOT WP (add two lanes)

SR AIA/200 from W of Still Quarters Rd to US 17

Attribute	Value
Segment ID:	732
Segment Length (miles):	1.027 mi
Location:	Nassau County
County:	Nassau
Roadway ID:	74040000
Begin MP:	29.520
End MP:	30.548
SIS:	Yes
SIS Type:	SIS SG Connector
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	35-45 mph
Facility Type:	Arterial
Area Type:	Urbanized
Standard K:	9.0%
FDOT LOS Standard:	D
Max. Service Vol. Adj. Factor:	0.00

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Street View:
http://maps.google.com/maps?q=&layer=c&cbll=30.6299701216328,-81.6092473537696

Projected Values	2018	2020	2025	2030	2035	2040	2045
Number of Lanes	6	6	6	6	6	6	6
AADT	21,771	22,479	24,250	26,021	27,792	29,563	31,334
Peak Hour Maximum Service Volume at LOS Standard	4,500	4,500	4,500	4,500	4,500	4,500	4,500
Peak Hour Traffic Volume	1,959	2,023	2,183	2,342	2,501	2,661	2,820
Peak Hour LOS	C	C	D	D	D	D	D

Notes: Six lanes by 2020 per FDOT WP (add two lanes)

SR AIA/200 from I-95 to W of Still Quarters Rd

Attribute	Value
Segment ID:	742
Segment Length (miles):	1.937 mi
Location:	Nassau County
County:	Nassau
Roadway ID:	74040000
Begin MP:	27.582
End MP:	29.520
SIS:	Yes
SIS Type:	SIS SG Connector
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	45-55 mph
Facility Type:	Highway
Area Type:	Transition
Standard K:	9.0%
FDOT LOS Standard:	C
Max. Service Vol. Adj. Factor:	0.00

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Street View:
http://maps.google.com/maps?q=&layer=c&cbll=30.6240147271402,-81.6331635537152

Projected Values	2018	2020	2025	2030	2035	2040	2045
Number of Lanes	4	6	6	6	6	6	6
AADT	21,771	23,152	26,605	30,058	33,511	36,964	40,417
Peak Hour Maximum Service Volume at LOS Standard	4,460	6,700	6,700	6,700	6,700	6,700	6,700
Peak Hour Traffic Volume	1,959	2,084	2,394	2,705	3,016	3,327	3,638
Peak Hour LOS	B	B	B	B	B	B	B

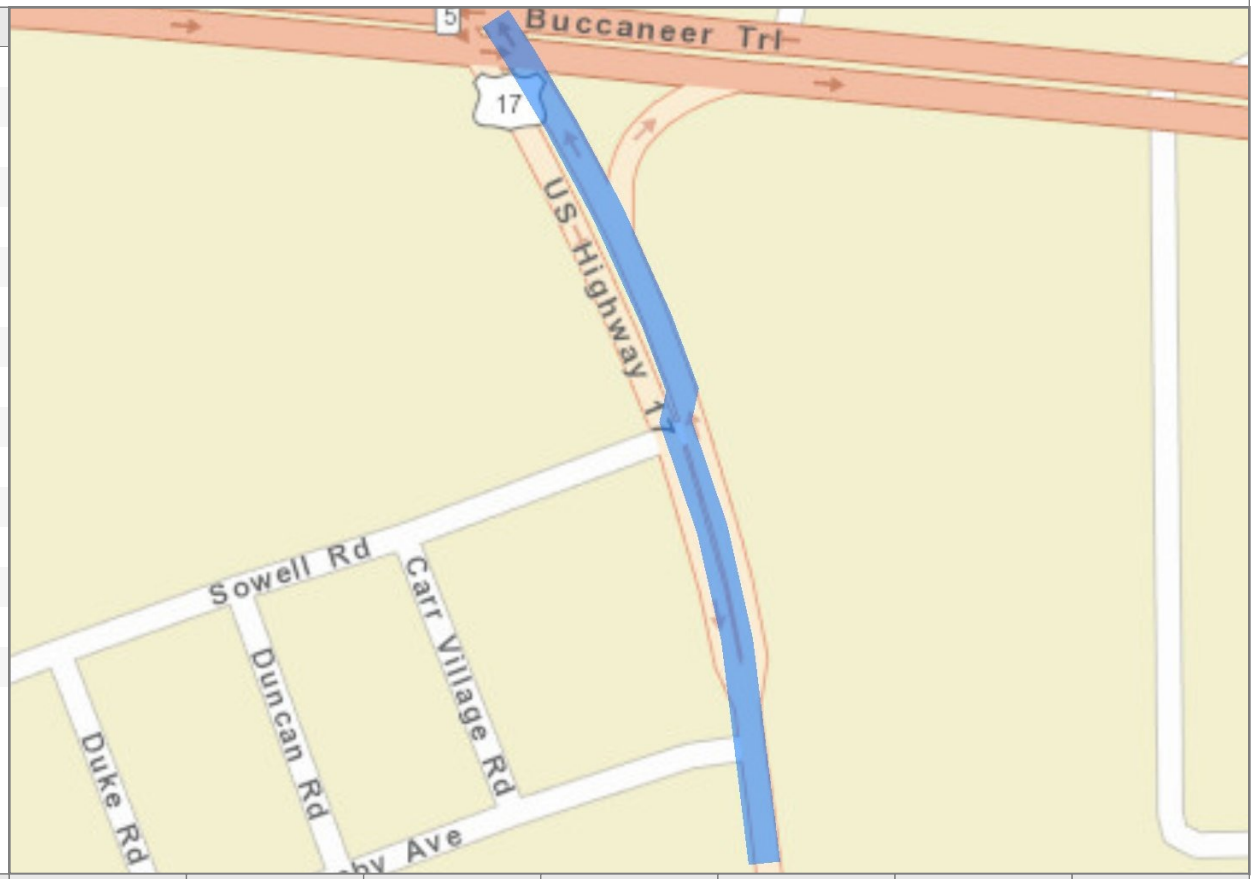
Notes: Six lanes by 2020 per FDOT WP (add two lanes)

US 17 from Crosby Ave to SR 200 / AIA

Attribute	Value
Segment ID:	727
Segment Length (miles):	0.216 mi
Location:	Nassau County
County:	Nassau
Roadway ID:	74020000
Begin MP:	3.821
End MP:	4.037
SIS:	No
SIS Type:	Non SIS
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	45 mph
Facility Type:	Arterial
Area Type:	Urbanized
Standard K:	9.0%
FDOT LOS Standard:	D
Max. Service Vol. Adj. Factor:	0.00

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Street View:
http://maps.google.com/maps?q=&layer=c&cbll=30.6306851209264,-81.6004835171282



Projected Values	2018	2020	2025	2030	2035	2040	2045
Number of Lanes	4	4	4	4	4	4	4
AADT	13,400	14,097	15,840	17,582	19,325	21,068	22,811
Peak Hour Maximum Service Volume at LOS Standard	3,580	3,580	3,580	3,580	3,580	3,580	3,580
Peak Hour Traffic Volume	1,206	1,269	1,426	1,582	1,739	1,896	2,053
Peak Hour LOS	C	C	C	C	C	C	C

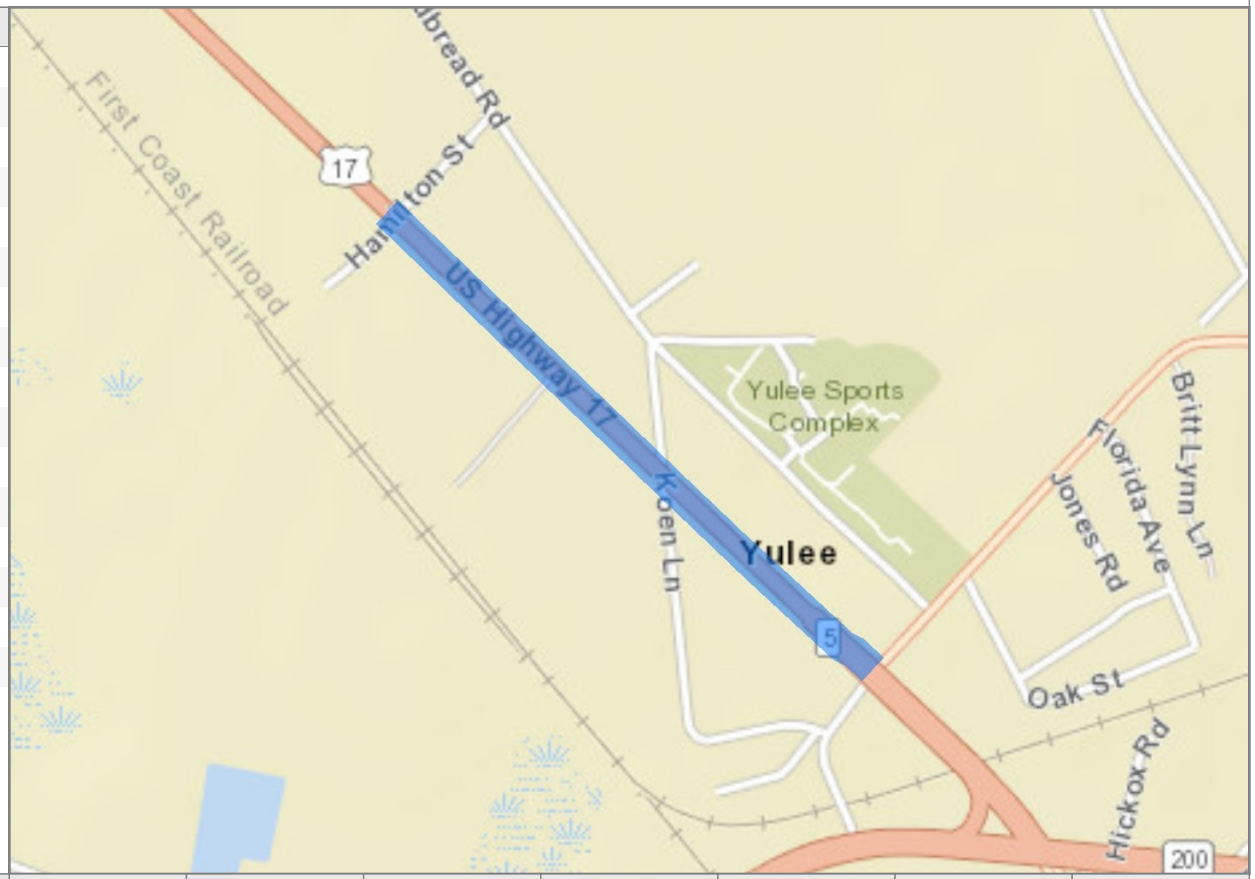
Notes:

US 17 from Pages Dairy Road to Hamilton St

Attribute	Value
Segment ID:	728
Segment Length (miles):	0.638 mi
Location:	Nassau County
County:	Nassau
Roadway ID:	74020000
Begin MP:	4.274
End MP:	4.913
SIS:	No
SIS Type:	Non SIS
Median Treatment:	Undivided
Directionality:	Two-Way
Posted Speed:	35-45 mph
Facility Type:	Arterial
Area Type:	Urbanized
Standard K:	9.0%
FDOT LOS Standard:	D
Max. Service Vol. Adj. Factor:	0.00

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Street View:
http://maps.google.com/maps?q=&layer=c&cbll=30.6377086673555,-81.6079033787887



Projected Values	2018	2020	2025	2030	2035	2040	2045
Number of Lanes	2	2	2	2	2	2	2
AADT	11,100	13,320	18,870	24,420	29,970	35,520	41,070
Peak Hour Maximum Service Volume at LOS Standard	1,600	1,600	1,600	1,600	1,600	1,600	1,600
Peak Hour Traffic Volume	999	1,199	1,698	2,198	2,697	3,197	3,696
Peak Hour LOS	C	C	F	F	F	F	F

Notes:

FDOT D2 LOS Report

An Interactive Mapping and Reporting Application

Level of Service Segments

Attribute	Value
Segment Description	US 17 from SR 200/AIA to Pages Dairy Road
County	Nassau
Roadway	US 17
Segment Extent	SR 200/AIA to Pages Dairy Road
Segment ID	4,727
Location	Nassau County
Roadway ID	74020000
Begin MP	4.037
End MP	4.274
Segment Length (mi)	0.237
Median Treatment	1
Directionality	0
Posted Speed	35-45 mph
SIS	No
SIS Type	Non SIS
Area Type	Urbanized
Facility Type	Arterial
Max. Service Vol. Adjustment Factor	0
Standard K-Factor	9%
FDOT LOS Standard	D
Lanes 2018	4
AADT 2018	11,100
Peak Volume 2018	999

Attribute	Value
Peak Max. Service Vol. 2018	2,920
Peak LOS 2018	C
Lanes 2020	4
AADT 2020	12,929
Peak Volume 2020	1,164
Peak Max. Service Vol. 2020	2,920
Peak LOS 2020	C
Lanes 2025	4
AADT 2025	17,503
Peak Volume 2025	1,575
Peak Max. Service Vol. 2025	2,920
Peak LOS 2025	D
Lanes 2030	4
AADT 2030	22,076
Peak Volume 2030	1,987
Peak Max. Service Vol. 2030	2,920
Peak LOS 2030	D
Lanes 2035	4
AADT 2035	26,649
Peak Volume 2035	2,398
Peak Max. Service Vol. 2035	2,920
Peak LOS 2035	D
Lanes 2040	4
AADT 2040	31,223
Peak Volume 2040	2,810

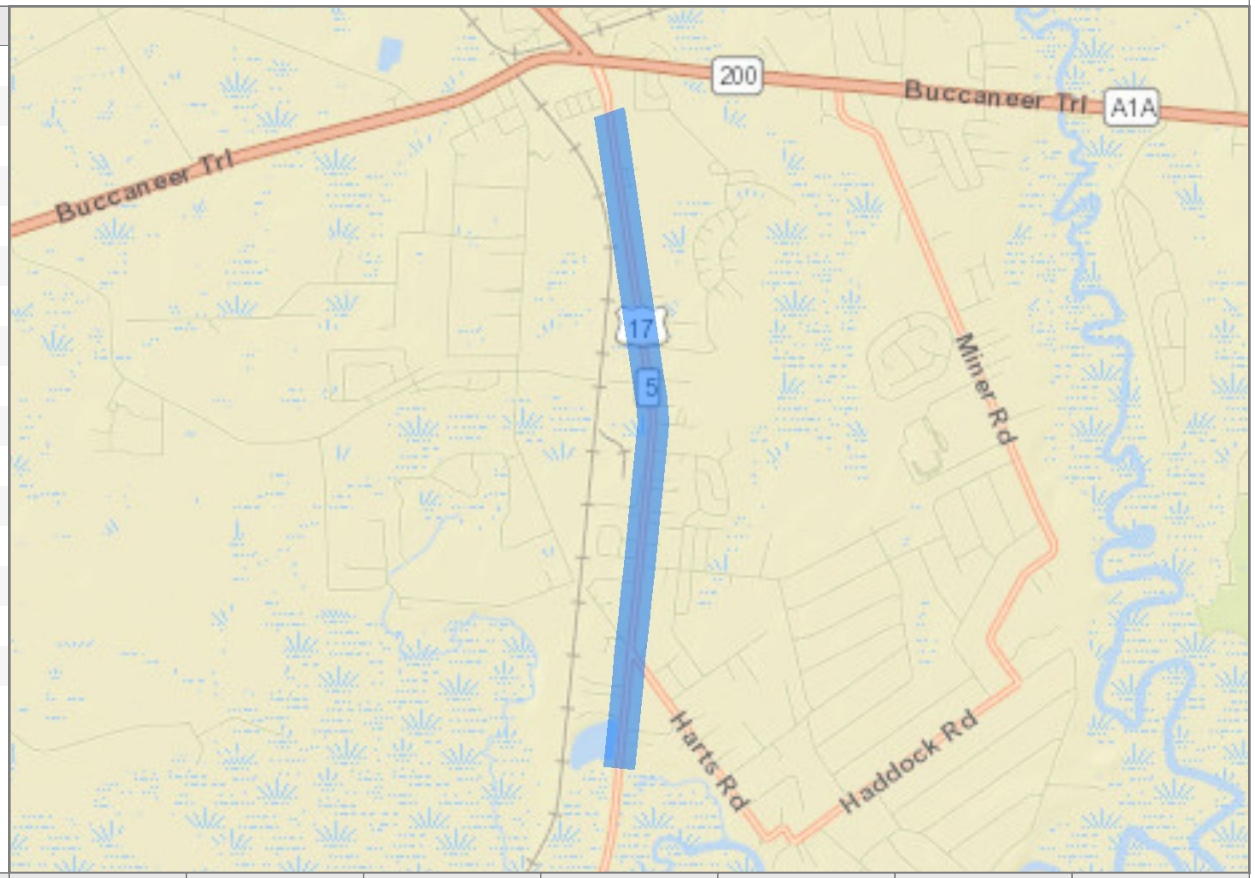
Attribute	Value
Peak Max. Service Vol. 2040	2,920
Peak LOS 2040	D
Lanes 2045	4
AADT 2045	35,796
Peak Volume 2045	3,222
Peak Max. Service Vol. 2045	2,920
Peak LOS 2045	F
Comments	Null
Google Street View	http://maps.google.com/maps?q=&layer=c&cbll=30.6333884422065,-81.6025104283558

US 17 from Urban Boundary (2700' S. of Harts Rd) to Crosby Ave

Attribute	Value
Segment ID:	726
Segment Length (miles):	2.519 mi
Location:	Nassau County
County:	Nassau
Roadway ID:	74020000
Begin MP:	1.301
End MP:	3.821
SIS:	No
SIS Type:	Non SIS
Median Treatment:	Undivided
Directionality:	Two-Way
Posted Speed:	45-55 mph
Facility Type:	Highway
Area Type:	Urbanized
Standard K:	9.0%
FDOT LOS Standard:	D
Max. Service Vol. Adj. Factor:	0.00

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Street View:
http://maps.google.com/maps?q=&layer=c&cbll=30.6110377331507,-81.5973781589285



Projected Values	2018	2020	2025	2030	2035	2040	2045
Number of Lanes	2	2	2	2	2	2	2
AADT	12,844	13,520	15,210	16,900	18,590	20,280	21,970
Peak Hour Maximum Service Volume at LOS Standard	2,170	2,170	2,170	2,170	2,170	2,170	2,170
Peak Hour Traffic Volume	1,156	1,217	1,369	1,521	1,673	1,825	1,977
Peak Hour LOS	C	C	C	C	D	D	D

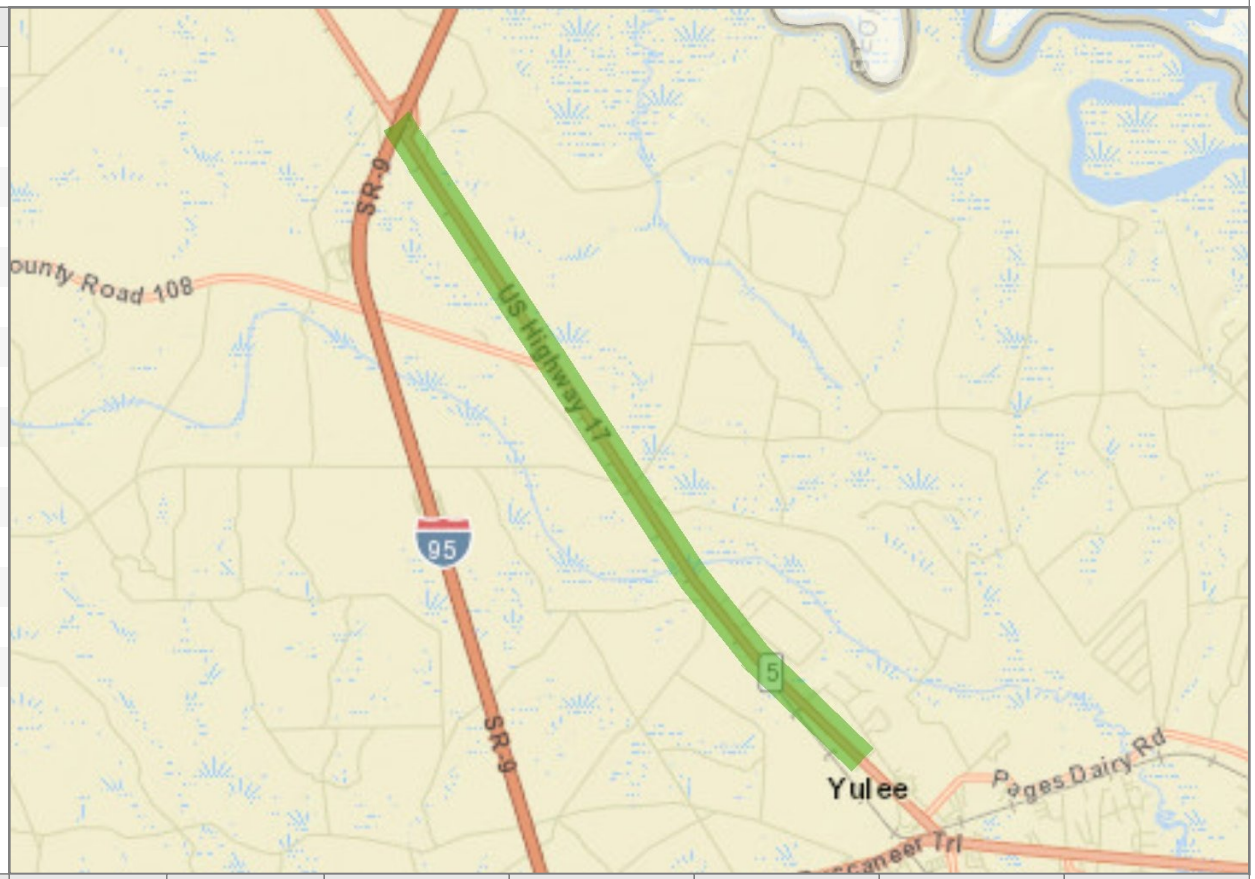
Notes:

US 17 from Hamilton St to I-95

Attribute	Value
Segment ID:	729
Segment Length (miles):	6.050 mi
Location:	Nassau County
County:	Nassau
Roadway ID:	74020000
Begin MP:	4.913
End MP:	10.963
SIS:	No
SIS Type:	Non SIS
Median Treatment:	Undivided
Directionality:	Two-Way
Posted Speed:	45-60 mph
Facility Type:	Highway
Area Type:	Transition
Standard K:	9.0%
FDOT LOS Standard:	C
Max. Service Vol. Adj. Factor:	0.00

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Street View:
http://maps.google.com/maps?q=&layer=c&cbll=30.6747129504824,-81.6438553899949



Projected Values	2018	2020	2025	2030	2035	2040	2045
Number of Lanes	2	2	2	2	2	2	2
AADT	8,603	9,268	10,932	12,596	14,260	15,924	17,588
Peak Hour Maximum Service Volume at LOS Standard	1,550	1,550	1,550	1,550	1,550	1,550	1,550
Peak Hour Traffic Volume	774	834	984	1,134	1,283	1,433	1,583
Peak Hour LOS	B	C	C	C	C	C	D

Notes:

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 0182 - SR-A1A&200/US-301,0.4 MI W OF SR-5/US-17,NASSAU CO

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	21771 C	E 10705	W 11066	9.00	53.80	10.70
2017	22195 C	E 10841	W 11354	9.00	55.10	6.50
2016	21000 S	0	0	9.00	56.00	9.80
2015	20300 F	0	0	9.00	56.10	9.80
2014	19997 C	E 9730	W 10267	9.00	56.10	9.80
2013	19214 C	E 9411	W 9803	9.00	56.10	9.90
2012	18939 C	E 9331	W 9608	9.00	55.50	9.70
2011	18498 C	E 9075	W 9423	9.00	55.80	9.40
2010	17934 C	E 8838	W 9096	9.80	53.85	9.40
2009	17536 C	E 8637	W 8899	9.80	53.85	9.50
2008	17240 C	E 8522	W 8718	9.77	56.46	10.00
2007	18178 C	E 9044	W 9134	9.26	54.02	8.80
2006	18333 C	E 9095	W 9238	9.34	53.62	9.70
2005	17695 C	E 8806	W 8889	9.30	54.30	10.30
2004	17138 C	E 8522	W 8616	9.50	54.70	10.20
2003	16092 C	E 7952	W 8140	9.40	54.20	3.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 0101 - SR A1A .4 MI. E. OF US 17

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	37500 C	E 18500	W 19000	9.00	54.50	6.50
2017	38500 C	E 19500	W 19000	9.00	55.10	6.50
2016	37500 C	E 19000	W 18500	9.00	56.00	6.70
2015	36000 C	E 18000	W 18000	9.00	55.30	6.40
2014	33500 C	E 16500	W 17000	9.00	55.10	6.30
2013	34000 C	E 17000	W 17000	9.00	56.90	7.20
2012	33500 C	E 17000	W 16500	9.00	54.70	6.30
2011	38500 C	E 19000	W 19500	9.00	55.80	6.40
2010	36000 C	E 18000	W 18000	12.04	58.48	6.80
2009	36500 C	E 18500	W 18000	11.44	57.12	7.10
2008	36000 C	E 18000	W 18000	10.08	59.26	7.10
2007	35000 C	E 17500	W 17500	11.16	57.15	6.00
2006	39000 C	E 19500	W 19500	11.41	58.30	7.20
2005	26000 F	E 14000	W 12000	11.70	59.30	4.50
2004	25500 C	E 13500	W 12000	11.50	58.30	9.10
2003	29000 C	E 14500	W 14500	11.00	57.60	8.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 0104 - SR 5 300' N OF RAILROAD IN YULEE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	11100 C	N 6100	S 5000	9.00	54.50	5.50
2017	11700 C	N 6400	S 5300	9.00	55.10	5.20
2016	11700 C	N 6200	S 5500	9.00	56.00	4.40
2015	11500 C	N 6100	S 5400	9.00	55.30	3.20
2014	12200 C	N 6500	S 5700	9.00	55.10	3.90
2013	11400 C	N 5900	S 5500	9.00	56.90	6.10
2012	11600 C	N 5900	S 5700	9.00	54.70	3.60
2011	12800 C	N 6400	S 6400	9.00	55.80	4.10
2010	10900 C	N 5500	S 5400	12.04	58.48	4.20
2009	10800 C	N 5400	S 5400	11.44	57.12	3.70
2008	11700 C	N 6000	S 5700	10.08	59.26	3.60
2007	10800 C	N 5400	S 5400	11.16	57.15	3.80
2006	13400 C	N 6900	S 6500	11.41	58.30	4.60
2005	11500 C	N 5900	S 5600	11.70	59.30	5.30
2004	11300 C	N 5800	S 5500	11.50	58.30	10.60
2003	11400 C	N 5700	S 5700	11.00	57.60	8.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 0011 - SR 5 .25 MI. S. OF SR 200

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	13400 C	N 6900	S 6500	9.00	54.50	5.50
2017	13900 C	N 7400	S 6500	9.00	55.10	5.20
2016	12500 C	N 6700	S 5800	9.00	56.00	4.40
2015	12300 C	N 6500	S 5800	9.00	55.30	3.20
2014	12000 C	N 6400	S 5600	9.00	55.10	3.90
2013	11200 C	N 6000	S 5200	9.00	56.90	6.10
2012	11300 C	N 6100	S 5200	9.00	54.70	3.60
2011	10800 C	N 5700	S 5100	9.00	55.80	4.10
2010	10600 C	N 5600	S 5000	12.04	58.48	4.20
2009	10800 C	N 5700	S 5100	11.44	57.12	3.70
2008	11800 C	N 6200	S 5600	10.08	59.26	3.60
2007	10800 C	N 5600	S 5200	11.16	57.15	3.80
2006	11900 C	N 6100	S 5800	11.41	58.30	4.60
2005	11200 C	N 5900	S 5300	11.70	59.30	10.60
2004	10200 C	N 5100	S 5100	11.50	58.30	10.60
2003	8600 C	N 4300	S 4300	11.00	57.60	8.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 9136 - WILLIAM BURGESS BLVD. .1 MI. E. OF SR 200

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	2800 R	0	0	9.00	54.50	4.50
2017	2700 T	0	0	9.00	55.10	4.00
2016	2600 S	0	0	9.00	56.00	5.90
2015	2500 F	0	0	9.00	55.30	3.50
2014	2400 C	E	W	9.00	55.10	4.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 9133 - HARTS RD. .1 MI. S. OF SR 200

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	800 F		0		0	9.00	54.50	4.50
2017	750 C	N	0	S	0	9.00	55.10	4.00
2016	1600 R		0		0	9.00	56.00	5.90
2015	1500 T		0		0	9.00	55.30	3.50
2014	1500 S					9.00	55.10	4.30
2013	1500 F		0		0	9.00	56.90	4.10
2012	1500 C	N	0	S	0	9.00	54.70	4.50

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

Attachment D

Traffic Counts and FDOT Season Factors

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
US 17 SOUTH OF
SR 200

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/06/20	0	8	3	0	0	0	0	0	0	0	0	0	0	11
00:15	0	12	0	1	0	0	0	0	0	0	0	0	0	13
00:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
00:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	0	35	7	1	0	0	0	0	0	0	0	0	0	43
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:15	1	11	1	0	0	0	0	0	0	0	0	0	0	13
01:30	0	7	1	0	0	0	0	0	1	0	0	0	0	9
01:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	1	27	3	0	0	0	0	0	1	0	0	0	0	32
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
02:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
02:45	0	6	0	0	0	0	0	1	0	0	0	0	0	7
	0	17	4	0	0	0	0	1	0	0	0	0	0	22
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	5	0	0	0	0	0	1	0	0	0	0	0	6
03:45	0	6	1	0	1	0	0	1	0	0	0	0	0	9
	0	17	2	0	1	0	0	2	0	0	0	0	0	22
04:00	0	6	1	0	1	1	0	0	1	0	0	0	0	10
04:15	0	8	2	0	0	1	0	1	0	0	0	0	0	12
04:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
04:45	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	0	36	9	0	1	2	0	1	1	0	0	0	0	50
05:00	0	11	6	0	0	0	0	0	0	0	0	0	0	17
05:15	0	36	12	0	0	0	0	0	0	0	0	0	0	48
05:30	0	29	9	0	0	1	0	1	0	0	0	0	0	40
05:45	0	36	14	0	0	0	0	1	0	0	0	0	0	51
	0	112	41	0	0	1	0	2	0	0	0	0	0	156
06:00	0	44	21	0	1	4	0	1	3	0	0	0	0	74
06:15	1	59	17	0	5	1	0	1	2	0	0	0	0	86
06:30	2	79	32	0	0	9	0	0	1	0	0	0	0	123
06:45	0	78	25	0	4	5	0	3	3	0	0	0	0	118
	3	260	95	0	10	19	0	5	9	0	0	0	0	401
07:00	0	100	27	2	2	8	0	2	4	1	0	0	0	146
07:15	0	115	27	1	3	2	0	1	3	0	0	0	0	152
07:30	0	97	16	0	2	1	1	0	0	0	0	0	0	117
07:45	0	80	17	0	0	5	0	1	6	0	0	0	0	109
	0	392	87	3	7	16	1	4	13	1	0	0	0	524
08:00	0	81	22	0	2	5	1	0	2	0	0	0	0	113
08:15	1	76	23	1	5	1	1	1	0	0	0	0	0	109
08:30	0	75	22	0	3	1	0	2	2	0	0	0	0	105
08:45	0	71	26	0	1	2	1	2	1	0	0	0	0	104
	1	303	93	1	11	9	3	5	5	0	0	0	0	431
09:00	0	74	27	0	4	0	0	2	0	0	0	0	0	107
09:15	0	58	16	0	3	1	0	0	1	0	0	0	0	79
09:30	0	81	24	0	4	0	0	1	4	0	0	0	0	114
09:45	4	70	15	0	4	3	1	1	0	0	0	0	0	98
	4	283	82	0	15	4	1	4	5	0	0	0	0	398
10:00	1	100	10	0	0	2	0	1	1	0	0	0	0	115
10:15	0	77	10	0	1	3	0	1	2	0	0	0	0	94
10:30	0	95	4	0	1	3	0	1	5	1	0	0	0	110
10:45	1	75	8	0	0	0	0	0	4	0	0	0	0	88
	2	347	32	0	2	8	0	3	12	1	0	0	0	407
11:00	0	97	9	0	2	3	0	0	5	0	0	0	0	116
11:15	0	86	16	0	4	0	0	4	3	0	0	0	0	113
11:30	0	84	17	0	1	1	0	0	5	0	0	0	0	108
11:45	0	85	14	0	2	1	0	0	4	0	0	0	0	106
	0	352	56	0	9	5	0	4	17	0	0	0	0	443
Total	11	2181	511	5	56	64	5	31	63	2	0	0	0	2929
Percent	0.4%	74.5%	17.4%	0.2%	1.9%	2.2%	0.2%	1.1%	2.2%	0.1%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
US 17 SOUTH OF
SR 200

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	111	20	0	2	1	0	0	0	0	0	0	0	134
12:15	0	95	20	0	3	1	0	1	0	0	0	0	0	120
12:30	0	118	16	0	4	5	0	1	2	0	0	0	0	146
12:45	0	91	13	0	2	3	0	1	4	0	0	0	0	114
	0	415	69	0	11	10	0	3	6	0	0	0	0	514
13:00	1	91	19	0	4	3	0	0	0	0	0	0	0	118
13:15	1	101	18	0	2	0	0	1	1	0	0	0	0	124
13:30	1	91	20	0	3	3	0	2	1	0	0	0	0	121
13:45	0	102	22	0	0	5	0	1	2	0	0	0	0	132
	3	385	79	0	9	11	0	4	4	0	0	0	0	495
14:00	0	89	19	0	1	6	0	1	1	0	0	0	0	117
14:15	0	119	24	0	3	2	0	0	3	0	0	0	0	151
14:30	1	95	21	0	2	6	0	2	2	0	0	0	0	129
14:45	0	82	11	0	2	2	0	0	4	0	0	0	0	101
	1	385	75	0	8	16	0	3	10	0	0	0	0	498
15:00	0	107	20	1	2	2	0	0	1	0	0	0	0	133
15:15	0	96	24	0	2	1	0	0	1	0	0	0	0	124
15:30	0	126	21	0	0	0	0	0	0	0	0	0	0	147
15:45	1	129	19	0	3	3	0	0	0	0	0	0	0	155
	1	458	84	1	7	6	0	0	2	0	0	0	0	559
16:00	1	130	30	4	1	0	0	0	2	0	0	0	0	168
16:15	3	115	29	1	1	0	0	0	3	0	0	0	0	152
16:30	2	114	23	0	1	1	0	0	1	0	0	0	0	142
16:45	0	107	26	0	3	0	0	1	0	0	0	0	0	137
	6	466	108	5	6	1	0	1	6	0	0	0	0	599
17:00	0	125	30	0	2	0	0	0	0	0	0	0	0	157
17:15	0	110	21	0	0	0	0	0	0	0	0	0	0	131
17:30	0	124	14	0	1	0	0	0	0	0	0	0	0	139
17:45	1	94	21	0	0	0	0	0	2	0	0	0	0	118
	1	453	86	0	3	0	0	0	2	0	0	0	0	545
18:00	0	107	16	0	0	0	0	0	0	0	0	0	0	123
18:15	0	80	8	0	0	0	0	0	0	0	0	0	0	88
18:30	0	74	23	0	0	0	0	0	1	0	0	0	0	98
18:45	0	78	10	0	1	0	0	0	0	0	0	0	0	89
	0	339	57	0	1	0	0	0	1	0	0	0	0	398
19:00	1	39	9	0	0	1	0	0	0	0	0	0	0	50
19:15	0	55	14	0	1	0	0	0	0	0	0	0	0	70
19:30	1	48	3	0	1	0	0	0	0	0	0	0	0	53
19:45	0	37	7	0	0	0	0	0	0	0	0	0	0	44
	2	179	33	0	2	1	0	0	0	0	0	0	0	217
20:00	0	35	9	0	1	0	0	0	1	0	0	0	0	46
20:15	0	36	13	0	0	0	0	0	0	0	0	0	0	49
20:30	0	33	3	0	0	0	0	0	1	0	0	0	0	37
20:45	0	26	2	0	0	0	0	1	0	0	0	0	0	29
	0	130	27	0	1	0	0	1	2	0	0	0	0	161
21:00	0	25	4	0	0	0	0	0	1	0	0	0	0	30
21:15	0	14	6	0	0	0	0	0	0	0	0	0	0	20
21:30	0	22	4	0	0	0	0	0	0	0	0	0	0	26
21:45	0	18	1	0	0	0	0	0	0	0	0	0	0	19
	0	79	15	0	0	0	0	0	1	0	0	0	0	95
22:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
22:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11
22:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12
22:45	0	18	0	0	0	0	0	0	0	0	0	0	0	18
	0	55	4	0	0	0	0	0	0	0	0	0	0	59
23:00	0	11	0	1	0	0	0	0	0	0	0	0	0	12
23:15	0	15	1	0	0	0	0	0	0	0	0	0	0	16
23:30	0	14	1	0	0	0	0	0	0	0	0	0	0	15
23:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	0	49	3	1	0	0	0	0	0	0	0	0	0	53
Total	14	3393	640	7	48	45	0	12	34	0	0	0	0	4193
Percent	0.3%	80.9%	15.3%	0.2%	1.1%	1.1%	0.0%	0.3%	0.8%	0.0%	0.0%	0.0%	0.0%	
Grand Total	25	5574	1151	12	104	109	5	43	97	2	0	0	0	7122
Percent	0.4%	78.3%	16.2%	0.2%	1.5%	1.5%	0.1%	0.6%	1.4%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
US 17 SOUTH OF
SR 200

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/06/20	0	12	3	0	0	0	0	0	0	0	0	0	0	15
00:15	1	11	1	0	0	1	0	0	0	0	0	0	0	14
00:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
00:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	1	41	5	0	0	1	0	0	0	0	0	0	0	48
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
01:45	0	7	1	0	0	1	0	0	0	0	0	0	0	9
	0	26	1	0	0	1	0	0	0	0	0	0	0	28
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:30	0	2	3	0	0	1	0	0	0	0	0	0	0	6
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	11	5	0	0	1	0	0	0	0	0	0	0	17
03:00	0	3	1	0	0	0	0	1	0	0	0	0	0	5
03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	4	4	0	0	0	0	0	0	0	0	0	0	8
03:45	0	3	1	0	0	0	0	0	2	0	0	0	0	6
	0	13	6	0	0	0	0	1	2	0	0	0	0	22
04:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
04:15	0	11	3	0	1	0	0	0	0	0	0	0	0	15
04:30	0	12	2	0	0	0	0	0	0	0	0	0	0	14
04:45	0	18	7	0	1	0	0	0	0	0	0	0	0	26
	0	47	14	0	2	0	0	0	0	0	0	0	0	63
05:00	0	17	7	0	0	0	0	0	0	0	0	0	0	24
05:15	0	18	10	0	0	1	0	0	0	0	0	0	0	29
05:30	0	32	9	0	0	0	0	0	0	0	0	0	0	41
05:45	0	40	12	0	2	0	0	0	1	0	0	0	0	55
	0	107	38	0	2	1	0	0	1	0	0	0	0	149
06:00	0	47	19	0	2	0	0	0	1	0	0	0	0	69
06:15	0	72	17	0	0	0	0	0	1	0	0	0	0	90
06:30	1	79	19	1	3	1	0	0	2	0	0	0	0	106
06:45	1	88	24	0	3	2	0	0	1	0	0	0	0	119
	2	286	79	1	8	3	0	0	5	0	0	0	0	384
07:00	1	99	25	0	1	0	0	0	2	0	0	0	0	128
07:15	0	120	28	0	0	1	0	0	4	0	0	0	0	153
07:30	0	117	16	0	3	1	0	0	5	2	0	0	0	144
07:45	0	126	29	1	0	2	0	0	1	0	0	0	0	159
	1	462	98	1	4	4	0	0	12	2	0	0	0	584
08:00	0	99	17	1	1	1	1	1	4	0	0	0	0	125
08:15	1	92	20	0	1	1	0	0	5	0	0	0	0	120
08:30	1	84	15	0	2	2	0	0	1	0	0	0	0	105
08:45	0	80	17	0	2	3	0	0	1	0	0	0	0	103
	2	355	69	1	6	7	1	1	11	0	0	0	0	453
09:00	0	48	13	0	0	2	0	0	1	0	0	0	0	64
09:15	0	87	13	0	0	3	0	0	4	0	0	0	0	107
09:30	0	67	22	0	1	3	0	0	3	0	0	0	0	96
09:45	2	67	8	0	1	1	0	1	3	0	0	0	0	83
	2	269	56	0	2	9	0	1	11	0	0	0	0	350
10:00	2	83	4	0	1	1	0	0	1	0	0	0	0	92
10:15	2	67	8	0	0	2	0	0	1	2	0	0	0	82
10:30	1	87	4	0	2	1	1	2	1	1	0	0	0	100
10:45	0	81	5	0	1	1	0	0	3	0	0	0	0	91
	5	318	21	0	4	5	1	2	6	3	0	0	0	365
11:00	1	108	14	0	1	1	0	0	3	1	0	0	0	129
11:15	3	83	11	0	1	2	0	1	3	1	0	0	0	105
11:30	1	75	10	0	1	3	0	0	3	0	0	0	0	93
11:45	2	115	9	1	1	5	0	1	3	0	0	0	0	137
	7	381	44	1	4	11	0	2	12	2	0	0	0	464
Total	20	2316	436	4	32	43	2	7	60	7	0	0	0	2927
Percent	0.7%	79.1%	14.9%	0.1%	1.1%	1.5%	0.1%	0.2%	2.0%	0.2%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
US 17 SOUTH OF
SR 200

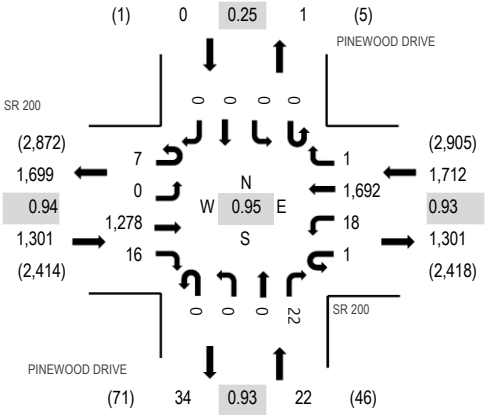
SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	4	96	5	0	0	0	0	1	2	0	0	0	0	108
12:15	0	89	7	0	1	5	0	0	1	1	0	0	0	104
12:30	0	92	3	0	0	0	0	0	1	1	0	0	0	97
12:45	0	109	11	0	1	7	0	0	2	0	0	0	0	130
	4	386	26	0	2	12	0	1	6	2	0	0	0	439
13:00	2	87	13	0	1	1	0	0	3	1	0	0	0	108
13:15	3	81	12	0	1	4	0	0	1	0	0	0	0	102
13:30	1	88	18	0	4	0	0	1	6	0	0	0	0	118
13:45	1	88	15	0	2	6	0	2	3	0	0	0	0	117
	7	344	58	0	8	11	0	3	13	1	0	0	0	445
14:00	0	94	24	0	8	3	1	1	0	2	0	0	0	133
14:15	0	100	23	1	1	3	0	1	1	0	0	0	0	130
14:30	1	100	23	1	2	3	0	0	2	0	0	0	0	132
14:45	0	106	21	0	2	6	0	0	1	0	0	0	0	136
	1	400	91	2	13	15	1	2	4	2	0	0	0	531
15:00	0	114	15	0	1	2	0	1	2	0	0	0	0	135
15:15	0	87	27	0	2	2	0	0	0	0	0	0	0	118
15:30	2	109	27	0	2	0	1	0	0	0	0	0	0	141
15:45	2	118	24	0	2	1	0	0	0	0	0	0	0	147
	4	428	93	0	7	5	1	1	2	0	0	0	0	541
16:00	1	102	15	0	3	1	0	1	0	0	0	0	0	123
16:15	1	130	22	0	0	1	0	0	3	0	0	0	0	157
16:30	0	115	30	0	3	4	0	1	1	1	0	0	0	155
16:45	2	102	17	0	1	3	0	0	2	0	0	0	0	127
	4	449	84	0	7	9	0	2	6	1	0	0	0	562
17:00	2	128	18	0	0	0	0	0	0	0	0	0	0	148
17:15	1	127	17	0	0	4	0	1	1	0	0	0	0	151
17:30	0	112	16	0	3	2	0	0	0	0	0	0	0	133
17:45	0	85	11	0	1	0	0	0	0	0	0	0	0	97
	3	452	62	0	4	6	0	1	1	0	0	0	0	529
18:00	0	90	11	0	0	0	0	0	0	0	0	0	0	101
18:15	0	85	11	0	0	0	0	0	0	0	0	0	0	96
18:30	0	52	17	0	0	0	0	0	1	0	0	0	0	70
18:45	0	57	16	0	0	0	0	0	1	0	0	0	0	74
	0	284	55	0	0	0	0	0	2	0	0	0	0	341
19:00	0	70	11	0	1	0	0	1	0	0	0	0	0	83
19:15	0	56	9	0	0	0	0	0	0	0	0	0	0	65
19:30	0	45	14	0	0	0	0	0	0	0	0	0	0	59
19:45	0	41	12	0	2	0	0	0	0	0	0	0	0	55
	0	212	46	0	3	0	0	1	0	0	0	0	0	262
20:00	0	40	8	0	0	0	0	0	0	0	0	0	0	48
20:15	0	30	5	0	0	0	0	0	0	0	0	0	0	35
20:30	0	26	7	0	0	0	0	0	0	0	0	0	0	33
20:45	0	18	4	0	0	0	0	0	0	0	0	0	0	22
	0	114	24	0	0	0	0	0	0	0	0	0	0	138
21:00	0	25	2	0	0	0	0	0	1	0	0	0	0	28
21:15	0	32	0	0	0	0	0	0	0	0	0	0	0	32
21:30	0	25	3	0	0	0	0	0	0	0	0	0	0	28
21:45	0	16	6	0	0	0	0	0	0	0	0	0	0	22
	0	98	11	0	0	0	0	0	1	0	0	0	0	110
22:00	0	31	3	0	0	0	0	0	0	0	0	0	0	34
22:15	0	18	4	0	0	0	0	0	0	0	0	0	0	22
22:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12
22:45	0	15	2	0	0	0	0	0	0	0	0	0	0	17
	0	76	9	0	0	0	0	0	0	0	0	0	0	85
23:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13
23:30	0	8	4	0	0	0	0	0	0	0	0	0	0	12
23:45	0	19	1	0	0	0	0	0	0	0	0	0	0	20
	0	49	8	0	0	0	0	0	0	0	0	0	0	57
Total	23	3292	567	2	44	58	2	11	35	6	0	0	0	4040
Percent	0.6%	81.5%	14.0%	0.0%	1.1%	1.4%	0.0%	0.3%	0.9%	0.1%	0.0%	0.0%	0.0%	
Grand Total	43	5608	1003	6	76	101	4	18	95	13	0	0	0	6967
Percent	0.6%	80.5%	14.4%	0.1%	1.1%	1.4%	0.1%	0.3%	1.4%	0.2%	0.0%	0.0%	0.0%	

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

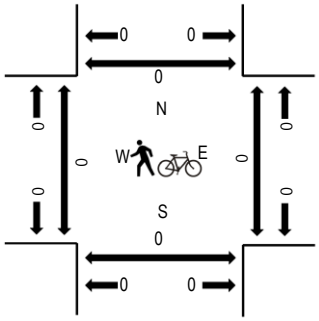
Location: 1 PINEWOOD DRIVE & SR 200 AM
Date and Start Time: Thursday, February 6, 2020
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SR 200 Eastbound				SR 200 Westbound				PINEWOOD DRIVE Northbound				PINEWOOD DRIVE Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	2	0	311	0	0	3	411	0	0	0	0	5	0	0	0	0	732	3,035	0	0	0	0
7:15 AM	0	0	328	6	0	4	457	0	0	0	0	5	0	0	0	0	800	2,918	0	0	0	0
7:30 AM	3	0	339	5	0	5	409	0	0	0	0	7	0	0	0	0	768	2,684	0	0	0	0
7:45 AM	2	0	300	5	1	6	415	1	0	0	0	5	0	0	0	0	735	2,477	0	0	0	0
8:00 AM	2	0	315	4	1	4	280	2	0	0	0	7	0	0	0	0	615	2,331	0	0	0	0
8:15 AM	7	0	228	3	1	12	308	0	0	0	0	7	0	0	0	0	566		0	0	0	0
8:30 AM	4	0	287	1	1	9	252	1	0	0	0	6	0	0	0	0	561		0	0	0	0
8:45 AM	2	1	259	0	1	4	317	0	0	0	0	4	0	0	0	1	589		0	0	0	0

Peak Rolling Hour Flow Rates

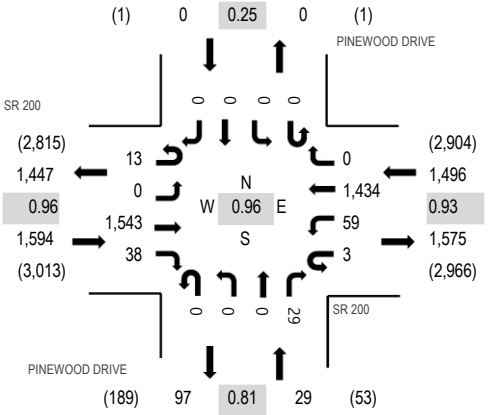
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	70	0	0	0	48	0	0	0	0	0	0	0	0	0	118
Lights	7	0	1,140	16	0	15	1,591	1	0	0	0	22	0	0	0	0	2,792
Mediums	0	0	68	0	1	3	53	0	0	0	0	0	0	0	0	0	125
Total	7	0	1,278	16	1	18	1,692	1	0	0	0	22	0	0	0	0	3,035

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

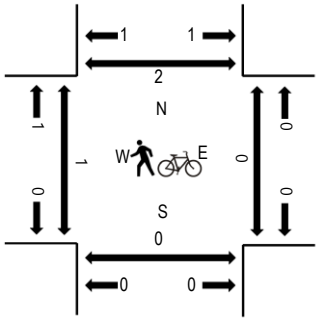
Location: 1 PINEWOOD DRIVE & SR 200 PM
Date and Start Time: Thursday, February 6, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SR 200 Eastbound				SR 200 Westbound				PINEWOOD DRIVE Northbound				PINEWOOD DRIVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	8	0	354	9	0	12	337	1	0	0	0	6	0	1	0	0	728	3,056	0	0	2	0
4:15 PM	4	0	362	6	0	18	385	0	0	0	0	8	0	0	0	0	783	3,119	0	0	0	0
4:30 PM	3	0	395	17	0	13	375	0	0	0	0	9	0	0	0	0	812	3,098	0	0	0	0
4:45 PM	3	0	380	8	1	16	319	0	0	0	0	6	0	0	0	0	733	2,999	0	0	0	0
5:00 PM	3	0	406	7	2	12	355	0	0	0	0	6	0	0	0	0	791	2,915	0	0	0	1
5:15 PM	3	0	361	6	0	17	370	0	0	0	0	5	0	0	0	0	762		0	0	0	0
5:30 PM	4	0	335	11	0	14	341	0	0	0	0	8	0	0	0	0	713		0	0	0	1
5:45 PM	6	0	316	6	0	17	299	0	0	0	0	5	0	0	0	0	649		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	27	0	0	0	41	0	0	0	0	0	0	0	0	0	68
Lights	13	0	1,504	38	3	58	1,355	0	0	0	0	29	0	0	0	0	3,000
Mediums	0	0	12	0	0	1	38	0	0	0	0	0	0	0	0	0	51
Total	13	0	1,543	38	3	59	1,434	0	0	0	0	29	0	0	0	0	3,119

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

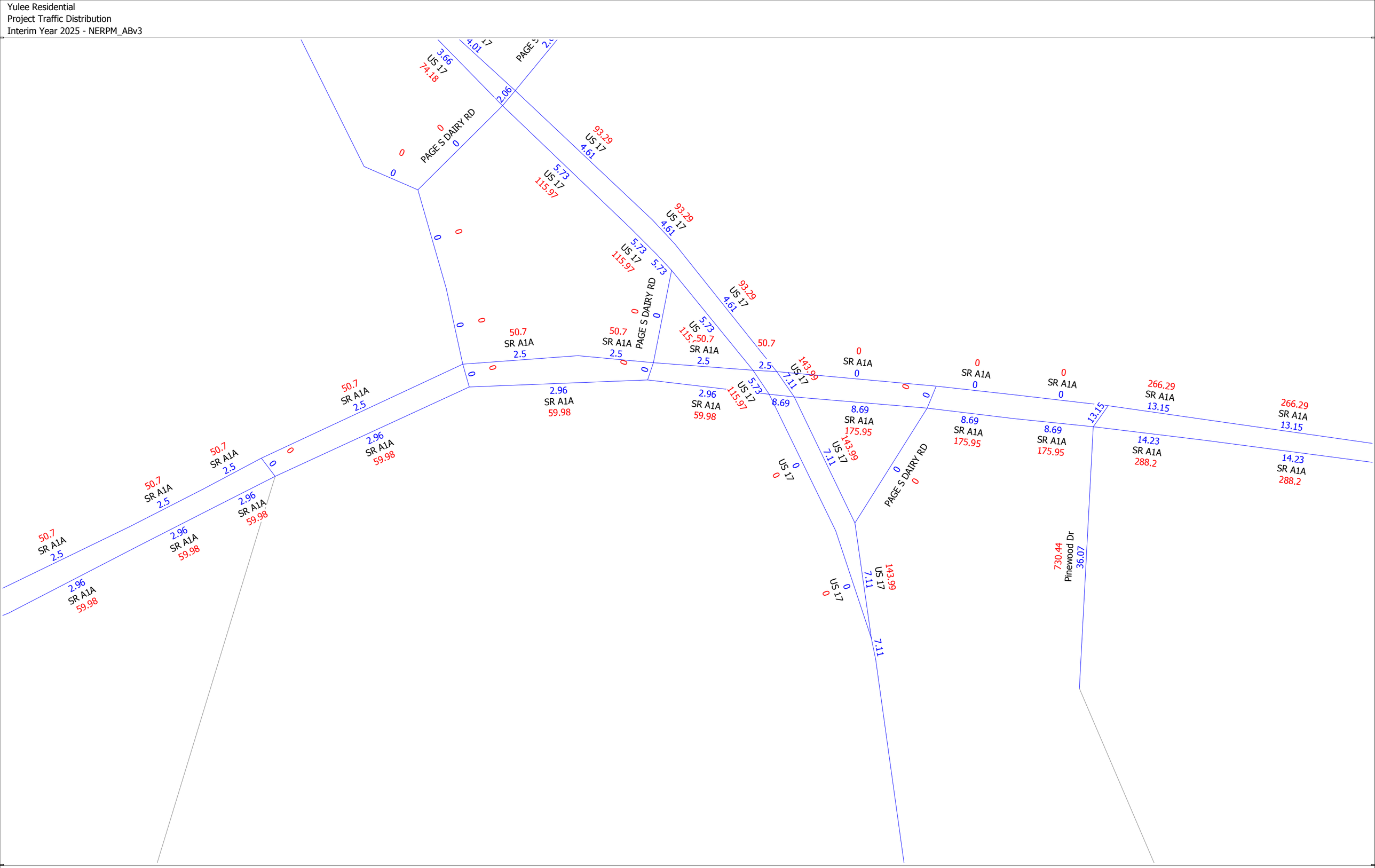
MOCF: 0.96

WEEK	DATES	SF	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

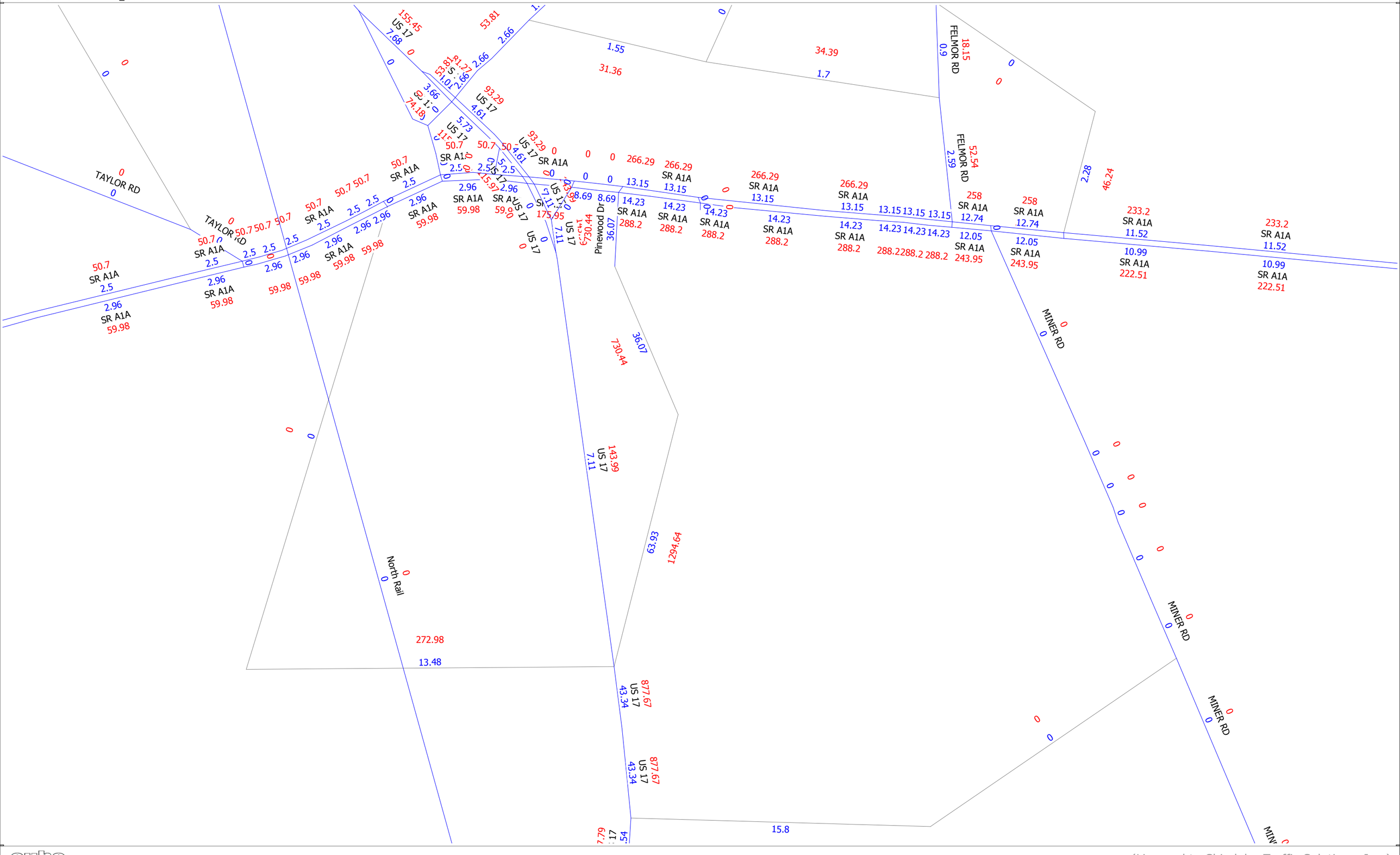
* PEAK SEASON

Attachment E

NERPM_ABv3 Travel Demand Model Plots


US 17
74.18
3.66
4.01
2.06
PAGE S DAIRY RD
93.29
4.61
5.73
115.97
50.7
SR A1A
2.5
2.96
59.98
143.99
7.11
8.69
175.95
0
13.15
266.29
14.23
288.2
730.44
Pinewood Dr
36.07

Yulee Residential
Project Traffic Distribution
Interim Year 2025 - NERPM_ABv3



Attachment F

FDOT Right Turn Lane Criteria

7

Right Turn Lanes

RIGHT TURN LANES

7.1 EXCLUSIVE RIGHT TURN LANES AT UNSIGNALIZED DRIVEWAYS

Exclusive right turn lanes are useful where a combination of high roadway speeds, and high right turn volumes into a driveway are expected. Congestion on the roadway may also be a good reason to use an exclusive right turn lane. If properly built, they remove the turning vehicle from the through lanes, thereby decreasing the operational impact of right turn vehicles on the through traffic.

The ***Standard Index*** has no specific guidance on warrants for right turn lanes into unsignalized driveways. The guidelines in this chapter were developed to assist in the decision-making process. However, *Standard Index 301* contains the standards necessary for the design of right turn lanes. The picture in Index 301 shows a left turn lane, but the design features are the same, except for the fact that queues would not usually be present on unsignalized driveways.

7.2

WHEN SHOULD WE BUILD RIGHT TURN LANES?

Exhibit 44
Recommended Guidelines for Exclusive Right Turn Lanes to Unsignalized* Driveway

Roadway Posted Speed Limit	Number of Right Turns Per Hour
45 mph or less	**80-125** (see note 1)
Over 45 mph	**35-55** (see note 2)

*May not be appropriate for signalized locations where signal phasing plays an important role in determining the need for right turn lanes.

1. The lower threshold of 80 right turn vehicles per hour would be most used for higher volume (greater than 600 vehicles per hour, per lane in one direction on the major roadway) or two-lane roads where lateral movement is restricted. The 125 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with a large entry radius (50 feet or greater).

2. The lower threshold of 35 right turn vehicles per hour would be most appropriately used on higher volume two-lane roadways where lateral movement is restricted. The 55 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (50 feet or greater).

***Note*:** A posted speed limit of 45 mph may be used with these thresholds if the operating speeds are known to be over 45 mph during the time of peak right turn demand.

Note on Traffic projections: Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.

Where The Right Turn Lane Guidelines Came From

These recommendations are primarily based on the research done in ***NCHRP Report 420, Impacts of Access Management Techniques,*** Chapter 4 – Unsignalized Access Spacing (Technique 1B), and *Use of Speed Differential as a Measure To Evaluate the Need for Right-Turn Deceleration Lane at Unsignalized Intersections,* by Jan Thakkar, P.E., and Mohammed A. Hadi, Ph.D., P.E.

In the ***NCHRP Report 420***, the observed high-speed roads, 30 to 40 right turn vehicles per hour caused evasive maneuvers on 5 to 10 percent of the following through vehicles. For lower speed roadways, 80 to 110 right turn vehicles caused 15 to 20 percent of the following through vehicles to make evasive maneuvers. The choice of acceptable percentages of through vehicles impacted is a decision based on reasonable expectations of the different roadways.

In the Thakkar-Hadi study, by modeling speed differentials, a better understanding of the impacts of through volume and driveway radius was discovered.

7.3

IMPACT OF LARGE AND SLOW MOVING VEHICLES TURNING RIGHT

Speed and the volume of right turns should not be the only criteria used to determine the requirement for an exclusive right turn lane at unsignalized intersections. In order to minimize the rear-end collision potential of some situations, a right turn lane may be required where large and slow moving vehicles need to turn right such as;

- Trucking facilities (or locations that have a high volume of large vehicle traffic such as water ports, train stations, etc.)
- Recreational facilities attracting boats, trailers and other large recreation vehicles
- Transit facilities
- Schools

Attachment G

FDOT Separate Left Turn
Exit Lanes Criteria

3.5

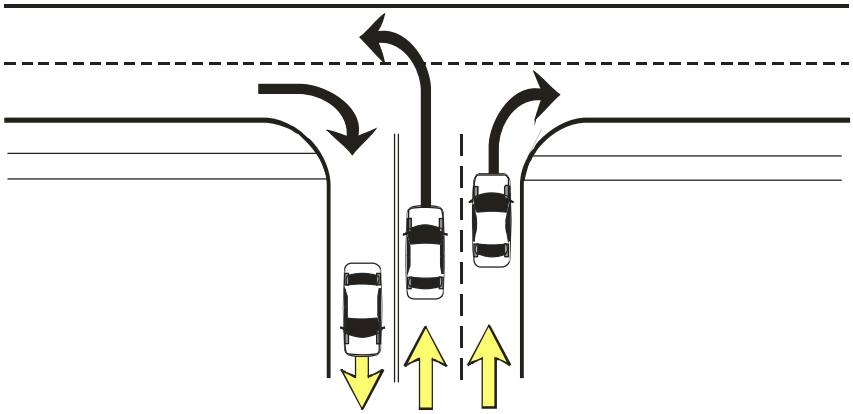
IMPORTANCE OF SEPARATE LEFT TURN EXIT LANES

Where both left and right-turns are permitted exiting the driveway, separate left-turn and right-turn lanes should be considered on commercial driveways. Even a small number of left-turns will cause substantial delay to right-turns out when the driveway has a single lane exit. This driveway layout is most needed where expected driveway volumes exceed 600 trips per day. They may also be beneficial as low as 300 daily trips traffic depending on the character of the exiting traffic.

Exhibit 20
3 Lane Driveways

When driveway volumes exceed 600 per day, a three-lane cross-section should be considered

Consider channelization if traffic is over 4,000 per day



Source: Adapted from Vergil Stover's unpublished course notes

3.6

LEFT TURN LANES SERVING DRIVEWAYS ON MULTILANE AND 2 LANE ROADWAYS

On a multilane roadway with a median

Whenever a driveway is directly served by a median opening, a left turn lane should be available. This provides for the safest left turns into the driveway.

On a two-lane roadway

Exclusive left turn lanes should be considered at any location serving the public, especially on curves and where speeds are 45 mph and higher.

The AASHTO Green Book contains guidance on this issue. However, the guidelines were developed based on delay rather than crash avoidance. Safety is the main reason behind exclusive left turn lanes.

Attachment H

Intersection Capacity Analysis HCM Worksheets

Attachment H1

Existing Conditions
Intersection Capacity
Analysis
HCM Worksheets

Intersection	
Int Delay, s/veh	0.3

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	7	0	1329	17	1	19	1760	0	0	0	23	0	0	0
Future Vol, veh/h	7	0	1329	17	1	19	1760	0	0	0	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	250	-	-	-	225	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	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	2	2
Mvmt Flow	8	0	1445	18	1	21	1913	0	0	0	25	0	0	0

Major/Minor	Major1				Major2				Minor1		
Conflicting Flow All	1397	-	0	0	1068	1463	0	0	-	-	732
Stage 1	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.64	-	-	-	5.64	5.34	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.32	-	-	-	2.32	3.12	-	-	-	-	3.92
Pot Cap-1 Maneuver	264	0	-	-	403	232	-	0	0	0	312
Stage 1	-	0	-	-	-	-	-	0	0	0	-
Stage 2	-	0	-	-	-	-	-	0	0	0	-
Platoon blocked, %			-	-			-				
Mov Cap-1 Maneuver	264	-	-	-	236	236	-	-	-	0	312
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.2	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	312	264	-	-	236	-
HCM Lane V/C Ratio	0.08	0.029	-	-	0.092	-
HCM Control Delay (s)	17.5	19	-	-	21.8	-
HCM Lane LOS	C	C	-	-	C	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	14	0	1605	40	3	61	1491	0	0	0	30	0	0	0
Future Vol, veh/h	14	0	1605	40	3	61	1491	0	0	0	30	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	250	-	-	-	225	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	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	2	2
Mvmt Flow	15	0	1745	43	3	66	1621	0	0	0	33	0	0	0

Major/Minor	Major1				Major2				Minor1					
Conflicting Flow All	1183	-	0	0	1305	1788	0	0	-	-	894			
Stage 1	-	-	-	-	-	-	-	-	-	-	-			
Stage 2	-	-	-	-	-	-	-	-	-	-	-			
Critical Hdwy	5.64	-	-	-	5.64	5.34	-	-	-	-	7.14			
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-			
Follow-up Hdwy	2.32	-	-	-	2.32	3.12	-	-	-	-	3.92			
Pot Cap-1 Maneuver	348	0	-	-	297	160	-	0	0	0	244			
Stage 1	-	0	-	-	-	-	-	0	0	0	-			
Stage 2	-	0	-	-	-	-	-	0	0	0	-			
Platoon blocked, %			-	-			-							
Mov Cap-1 Maneuver	348	-	-	-	163	163	-	-	-	0	244			
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	0	-			
Stage 1	-	-	-	-	-	-	-	-	-	0	-			
Stage 2	-	-	-	-	-	-	-	-	-	0	-			

Approach	EB	WB	NB
HCM Control Delay, s	0.1	1.8	22
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	244	348	-	-	163	-
HCM Lane V/C Ratio	0.134	0.044	-	-	0.427	-
HCM Control Delay (s)	22	15.8	-	-	42.6	-
HCM Lane LOS	C	C	-	-	E	-
HCM 95th %tile Q(veh)	0.5	0.1	-	-	1.9	-

Attachment H2

Year 2025 Background Conditions Intersection Capacity Analysis HCM Worksheets

Intersection	
Int Delay, s/veh	0.4

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	8	0	1477	19	1	21	1956	0	0	0	26	0	0	0
Future Vol, veh/h	8	0	1477	19	1	21	1956	0	0	0	26	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	250	-	-	-	225	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	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	2	2
Mvmt Flow	9	0	1605	21	1	23	2126	0	0	0	28	0	0	0

Major/Minor	Major1				Major2				Minor1		
Conflicting Flow All	1552	-	0	0	1187	1626	0	0	-	-	813
Stage 1	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.64	-	-	-	5.64	5.34	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.32	-	-	-	2.32	3.12	-	-	-	-	3.92
Pot Cap-1 Maneuver	216	0	-	-	346	193	-	0	0	0	276
Stage 1	-	0	-	-	-	-	-	0	0	0	-
Stage 2	-	0	-	-	-	-	-	0	0	0	-
Platoon blocked, %			-	-			-				
Mov Cap-1 Maneuver	216	-	-	-	196	196	-	-	-	0	276
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.3	19.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	276	216	-	-	196	-
HCM Lane V/C Ratio	0.102	0.04	-	-	0.122	-
HCM Control Delay (s)	19.5	22.4	-	-	25.9	-
HCM Lane LOS	C	C	-	-	D	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.4	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	16	0	1784	44	3	68	1657	0	0	0	33	0	0	0
Future Vol, veh/h	16	0	1784	44	3	68	1657	0	0	0	33	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	0	-	-	-	225	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	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	2	2
Mvmt Flow	17	0	1939	48	3	74	1801	0	0	0	36	0	0	0

Major/Minor	Major1				Major2				Minor1		
Conflicting Flow All	1315	-	0	0	1450	1987	0	0	-	-	994
Stage 1	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.64	-	-	-	5.64	5.34	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.32	-	-	-	2.32	3.12	-	-	-	-	3.92
Pot Cap-1 Maneuver	293	0	-	-	246	127	-	0	0	0	209
Stage 1	-	0	-	-	-	-	-	0	0	0	-
Stage 2	-	0	-	-	-	-	-	0	0	0	-
Platoon blocked, %			-	-			-				
Mov Cap-1 Maneuver	293	-	-	-	129	129	-	-	-	0	209
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	2.8	25.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	209	293	-	-	129	-
HCM Lane V/C Ratio	0.172	0.059	-	-	0.598	-
HCM Control Delay (s)	25.8	18.1	-	-	67.6	-
HCM Lane LOS	D	C	-	-	F	-
HCM 95th %tile Q(veh)	0.6	0.2	-	-	3	-

Attachment H3

Year 2025 Build-Out
Conditions Intersection
Capacity Analysis
HCM Worksheets

Intersection	
Int Delay, s/veh	0.6

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	8	0	1477	20	1	29	1956	0	0	0	52	0	0	0
Future Vol, veh/h	8	0	1477	20	1	29	1956	0	0	0	52	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	-	-	225	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	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	2	2
Mvmt Flow	9	0	1605	22	1	32	2126	0	0	0	57	0	0	0

Major/Minor	Major1				Major2				Minor1		
Conflicting Flow All	1552	2126	0	0	1188	1627	0	0	-	-	814
Stage 1	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.64	5.34	-	-	5.64	5.34	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.32	3.12	-	-	2.32	3.12	-	-	-	-	3.92
Pot Cap-1 Maneuver	216	108	-	-	345	193	-	0	0	0	276
Stage 1	-	-	-	-	-	-	-	0	0	0	-
Stage 2	-	-	-	-	-	-	-	0	0	0	-
Platoon blocked, %			-	-			-				
Mov Cap-1 Maneuver	216	216	-	-	195	195	-	-	-	0	276
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.4	21.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT
Capacity (veh/h)	276	216	-	-	195	-
HCM Lane V/C Ratio	0.205	0.04	-	-	0.167	-
HCM Control Delay (s)	21.4	22.4	-	-	27.1	-
HCM Lane LOS	C	C	-	-	D	-
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.6	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	54	15	613	16	3	682
Future Vol, veh/h	54	15	613	16	3	682
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	340	-	-
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	59	16	666	17	3	741

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1413	666	0	0	683	0
Stage 1	666	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	152	459	-	-	910	-
Stage 1	511	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	151	459	-	-	910	-
Mov Cap-2 Maneuver	151	-	-	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	465	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36.7	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	151	459	910	-
HCM Lane V/C Ratio	-	-	0.389	0.036	0.004	-
HCM Control Delay (s)	-	-	43.2	13.1	9	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	1.7	0.1	0	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	16	0	1784	48	3	94	1657	0	0	0	48	0	0	0
Future Vol, veh/h	16	0	1784	48	3	94	1657	0	0	0	48	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	-	-	225	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	1939	52	3	102	1801	0	0	0	52	0	0	0

Major/Minor	Major1				Major2				Minor1		
Conflicting Flow All	1315	-	0	0	1454	1991	0	0	-	-	996
Stage 1	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.64	-	-	-	5.6	5.3	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.32	-	-	-	2.3	3.1	-	-	-	-	3.92
Pot Cap-1 Maneuver	293	0	-	-	250	130	-	0	0	0	209
Stage 1	-	0	-	-	-	-	-	0	0	0	-
Stage 2	-	0	-	-	-	-	-	0	0	0	-
Platoon blocked, %			-	-			-				
Mov Cap-1 Maneuver	293	-	-	-	131	131	-	-	-	0	209
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	5.4	27.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	209	293	-	-	131	-
HCM Lane V/C Ratio	0.25	0.059	-	-	0.805	-
HCM Control Delay (s)	27.9	18.1	-	-	97	-
HCM Lane LOS	D	C	-	-	F	-
HCM 95th %tile Q(veh)	1	0.2	-	-	4.9	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	8	694	51	9	653
Future Vol, veh/h	30	8	694	51	9	653
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	340	-	-
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	33	9	754	55	10	710

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1484	754	0	0	809	0
Stage 1	754	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	137	409	-	-	817	-
Stage 1	465	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	134	409	-	-	817	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	467	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.8	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	134	409	817	-
HCM Lane V/C Ratio	-	-	0.243	0.021	0.012	-
HCM Control Delay (s)	-	-	40.3	14	9.5	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1	0	-