Traffic Impact Analysis

Jacksonville Delivery Station DJX4

Jacksonville, Florida

Prepared for:

Seefried Properties, Inc.

Prepared by:

Kimley-Horn and Associates, Inc.
12740 Gran Bay Parkway West, Suite 2350
Jacksonville, Florida 32258
FBPE No. CA 00000696

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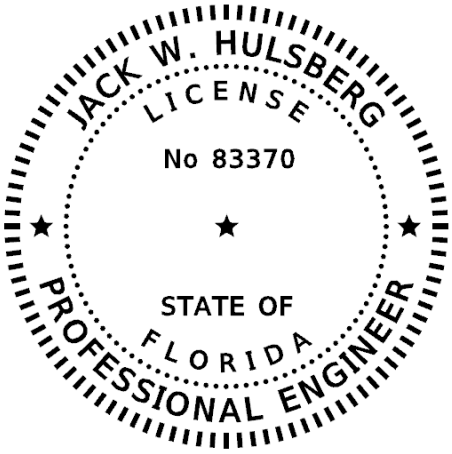

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TABLE OF CONTENTS

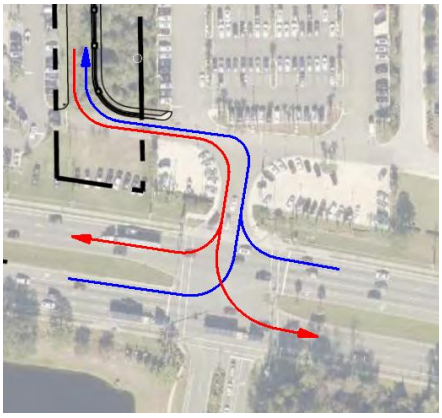
LIST OF FIGURES

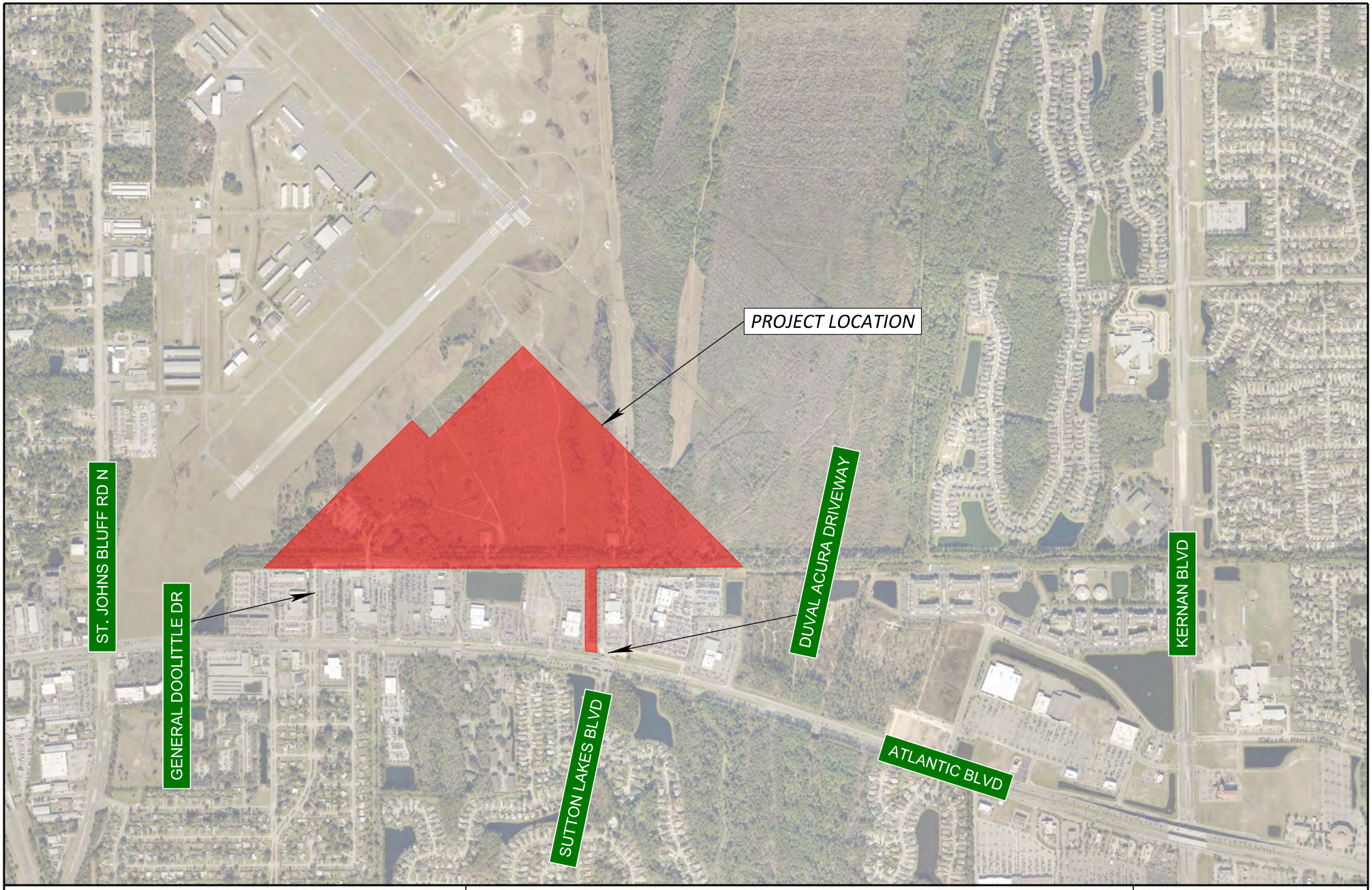
LIST OF TABLES

Introduction

Seefried Properties, Inc. (Applicant) is currently working on the development of a delivery station proposed to be located north of Atlantic Boulevard, just east of the existing Jacksonville Executive at Craig Airport in Jacksonville, Florida. The site is currently undeveloped. The project location is illustrated in **Figure 1**. A conceptual site plan for the project is provided in **Appendix A**. As shown in the site plan, the project proposes to construct a new north-south roadway just west of the existing Duval Acura car dealership for access to the proposed facility. This new north-south roadway is proposed to connect to the existing east-west internal roadway that runs south of the Duval Acura dealership. The project also proposes to construct a new east-west roadway from the existing east-west portion of General Doolittle Drive to the project's new north-south roadway adjacent to Duval Acura. There is an existing traffic signal on Atlantic Boulevard at the Duval Acura driveway, and General Doolittle Drive intersects with Atlantic Boulevard as a right-in/right-out only connection. These two connections (Duval Acura driveway and General Doolittle Drive) would serve as the project's access connections to Atlantic Boulevard. Based on coordination with FDOT, this traffic analysis considers multiple access scenarios for the proposed delivery station.

In access scenario 1, the existing traffic signals on Atlantic Boulevard are assumed to remain in their current locations. Because General Doolittle Drive is limited to right-in/right-out at Atlantic Boulevard, all project left-turning traffic to and from Atlantic Boulevard would need to use the Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard signalized intersection, the internal intersection just north of the signal, and the proposed north-south roadway just west of Duval Acura for access, as shown in the following image. Right-turning project traffic to and from Atlantic Boulevard would use either the Atlantic Boulevard / General Doolittle Drive intersection or the Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard signalized intersection.

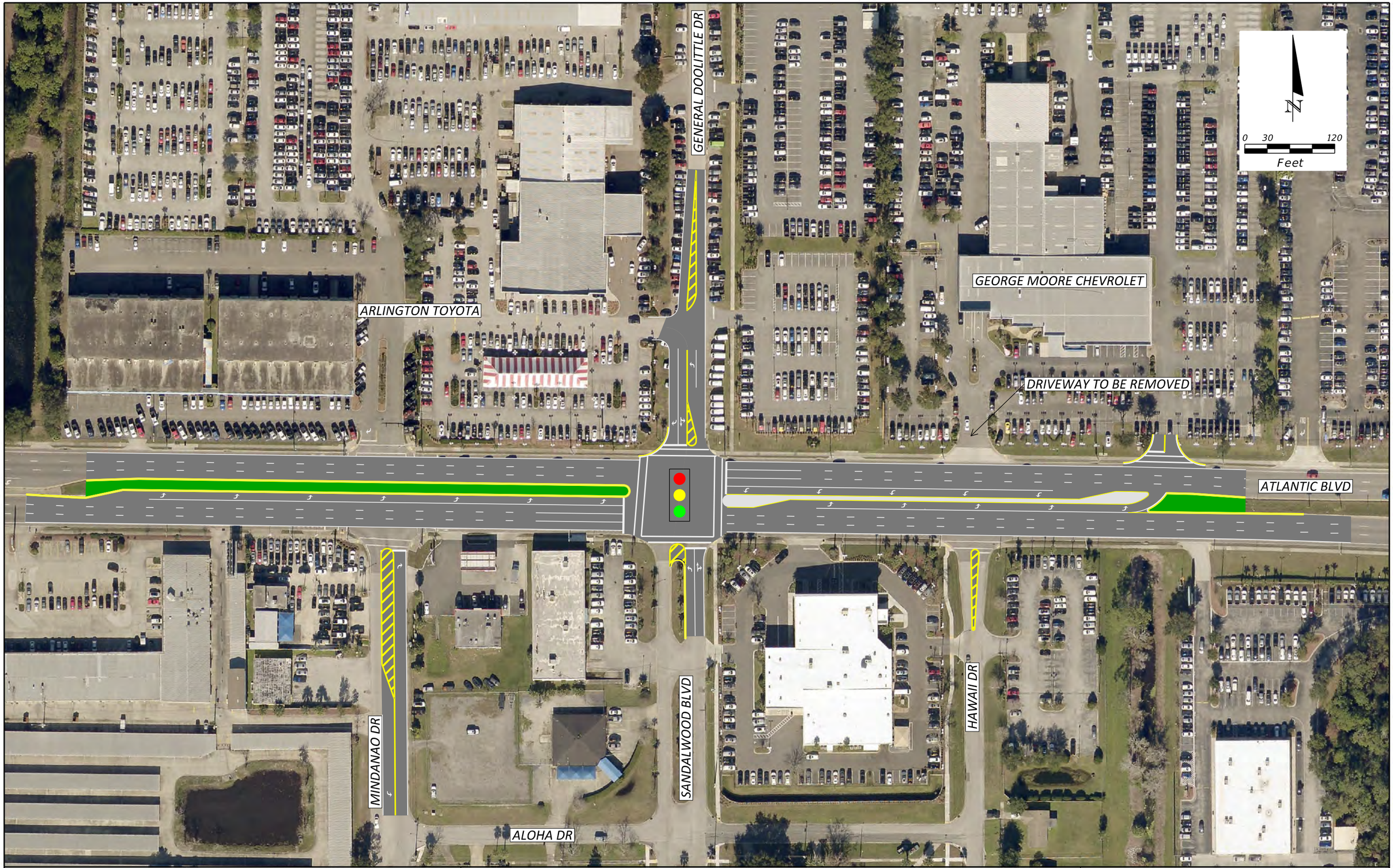




JACKSONVILLE DELIVERY STATION TRAFFIC IMPACT ANALYSIS	PROJECT LOCATION MAP	FIGURE 1

Based on coordination with FDOT, a second access scenario was considered. In access scenario 2, the existing traffic signal at the Atlantic Boulevard / Arlington Toyota driveway / Mindanao Drive intersection was considered to be removed, and this intersection was treated as right-in/right-out. A new traffic signal was assumed at the Atlantic Boulevard / General Doolittle Drive / Sandalwood Boulevard intersection. With the new traffic signal, the existing full median opening at the Atlantic Boulevard / George Moore Chevrolet driveway / Hawaii Drive intersection would be closed. Hawaii Drive would be limited to right-in/right-out, and the George Moore Chevrolet driveway would be relocated to the east. A new directional median opening would be constructed at the new George Moore Chevrolet driveway. A Conceptual Access Modification Exhibit for access scenario 2 is provided in **Figure 2**.

A third access scenario was also evaluated based on coordination with FDOT. For access scenario 3, the new north-south roadway just west of the Duval Acura dealership would intersect with Atlantic Boulevard. The existing Duval Acura driveway to Atlantic Boulevard would be converted to right-in/right-out, and the Atlantic Boulevard / new north-south road / Sutton Lakes Boulevard offset intersection would operate as a single signalized intersection. This intersection geometry allows for two eastbound left-turn lanes to be constructed at the intersection to serve inbound project traffic as well as inbound Duval Acura traffic. The internal east-west road that runs south of Duval Acura would have right-in/right-out access from both sides of the proposed north-south road. A teardrop roundabout would serve vehicles exiting the Duval Acura dealership wishing to make a left turn onto Atlantic Boulevard. A Conceptual Access Modification Exhibit for access scenario 3 was prepared by FDOT and is provided in **Figure 3**.



DJX4 *TRAFFIC IMPACT ANALYSIS*	*CONCEPTUAL ACCESS MODIFICATION EXHIBIT: ACCESS SCENARIO 2*	*FIGURE 2*

SR 10 (ATLANTIC BLVD) AT SUTTON LAKES BLVD

Figure 3 (From FDOT): Conceptual Access Modification Exhibit: Access Scenario 3

Traffic Data Collection

Turning movement count data was collected on Tuesday, February 8, 2022 from 7:00 AM to 6:00 PM at the following intersections:

- Atlantic Boulevard / Arlington Toyota driveway / Mindanao Drive
- Atlantic Boulevard / General Doolittle Drive / Sandalwood Boulevard
- Atlantic Boulevard / George Moore Chevrolet driveway / Hawaii Drive
- Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard
- General Doolittle Drive at Arlington Toyota dealership driveway (just north of Atlantic Boulevard)

Turning movement counts were also conducted on Thursday, April 8, 2021 from 4:00 PM to 6:00 PM at the internal intersection just north of the Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard intersection. **Appendix B** contains the raw traffic count data.

Existing Traffic Conditions Analysis

Raw turning movement volumes were adjusted using the FDOT peak season conversion factor to reflect peak season conditions. The existing 2022 AM and PM peak hour peak season volumes are shown in **Figure 4** and **Figure 5**, respectively. The volumes at the internal intersection just north of the Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard intersection were calculated using the approach and departure volumes from the signalized intersection and the split of traffic distributed to/from the north and east from the 2021 turning movement count at the internal intersection.

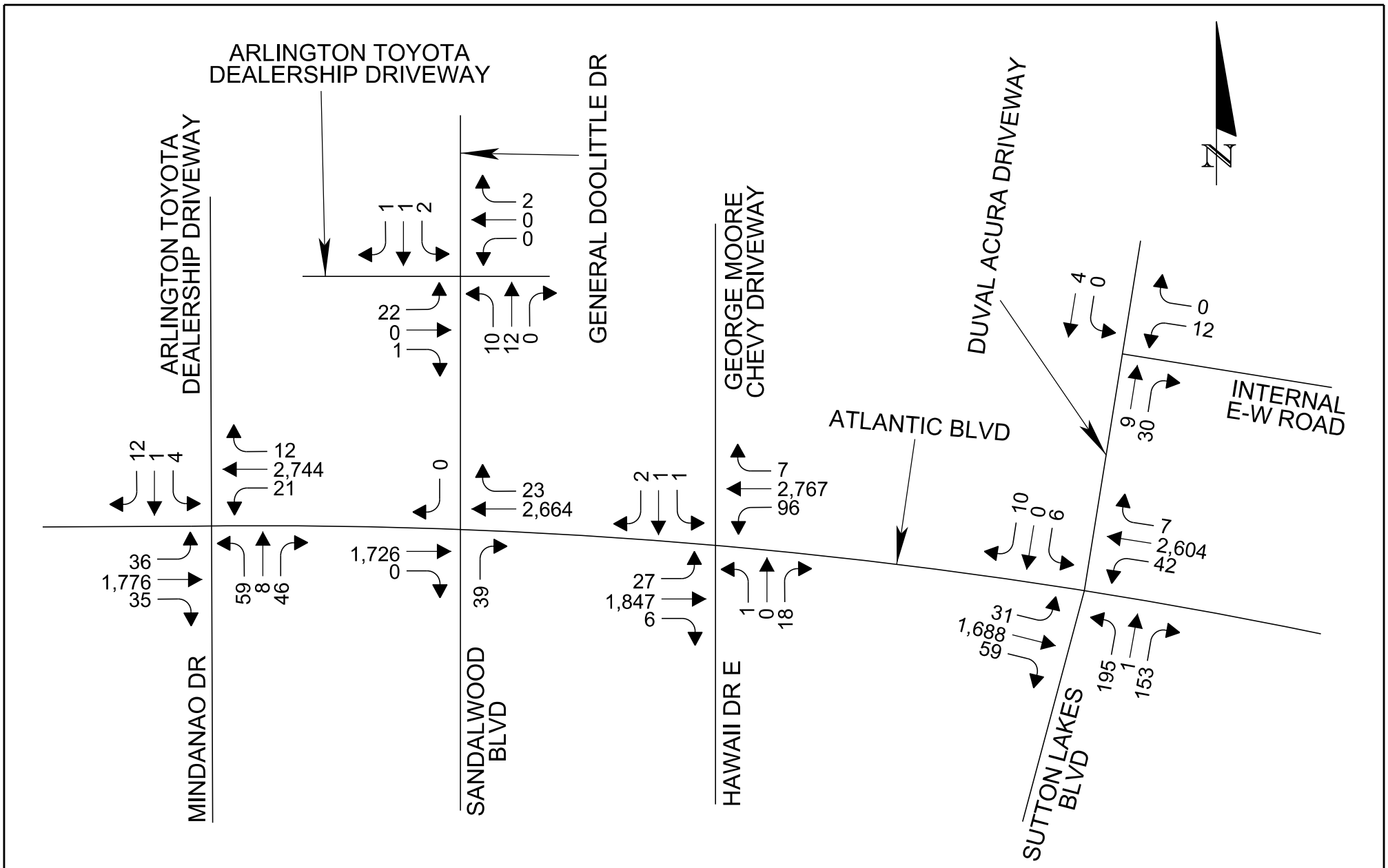
The signalized Atlantic Boulevard / Arlington Toyota driveway / Mindanao Drive intersection and the signalized Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard intersection were analyzed for existing AM and PM peak hour conditions. Existing signal timings were obtained from City of Jacksonville staff. According to the signal timings obtained, the two signalized intersections operate on a coordinated cycle length of 190 seconds during the AM peak hour and 200 seconds during the PM peak hour. **Table 1** summarizes the levels of service (LOS) and delays reported by *Synchro* for the signalized study intersections for existing peak season conditions. As shown in Table 1, both signalized intersections operate at an overall LOS C or better during both peak hours. The side street approaches at both intersections operate at LOS

E or F during both peak hours, but the reason is because of the long cycle length. With such a long cycle length, even very small volumes of side street traffic will operate at poor levels of service. For example, during the AM peak hour, there were only 17 total southbound vehicles counted at the Atlantic Boulevard / Arlington Toyota driveway / Mindanao Drive intersection and only 16 total southbound vehicles counted at the Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard intersection, but these approaches are reported to operate at LOS E or F. When evaluating signals with long cycle lengths, volume to capacity ratios are a more determinant factor of the intersection's ability to serve the traffic demand. All movement volume capacity ratios are reported by Synchro as well under 1.0, except for the westbound left-turn movement at the Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard intersection, which is reported to operate with a volume to capacity ratio greater than 1.0 during the PM peak hour.

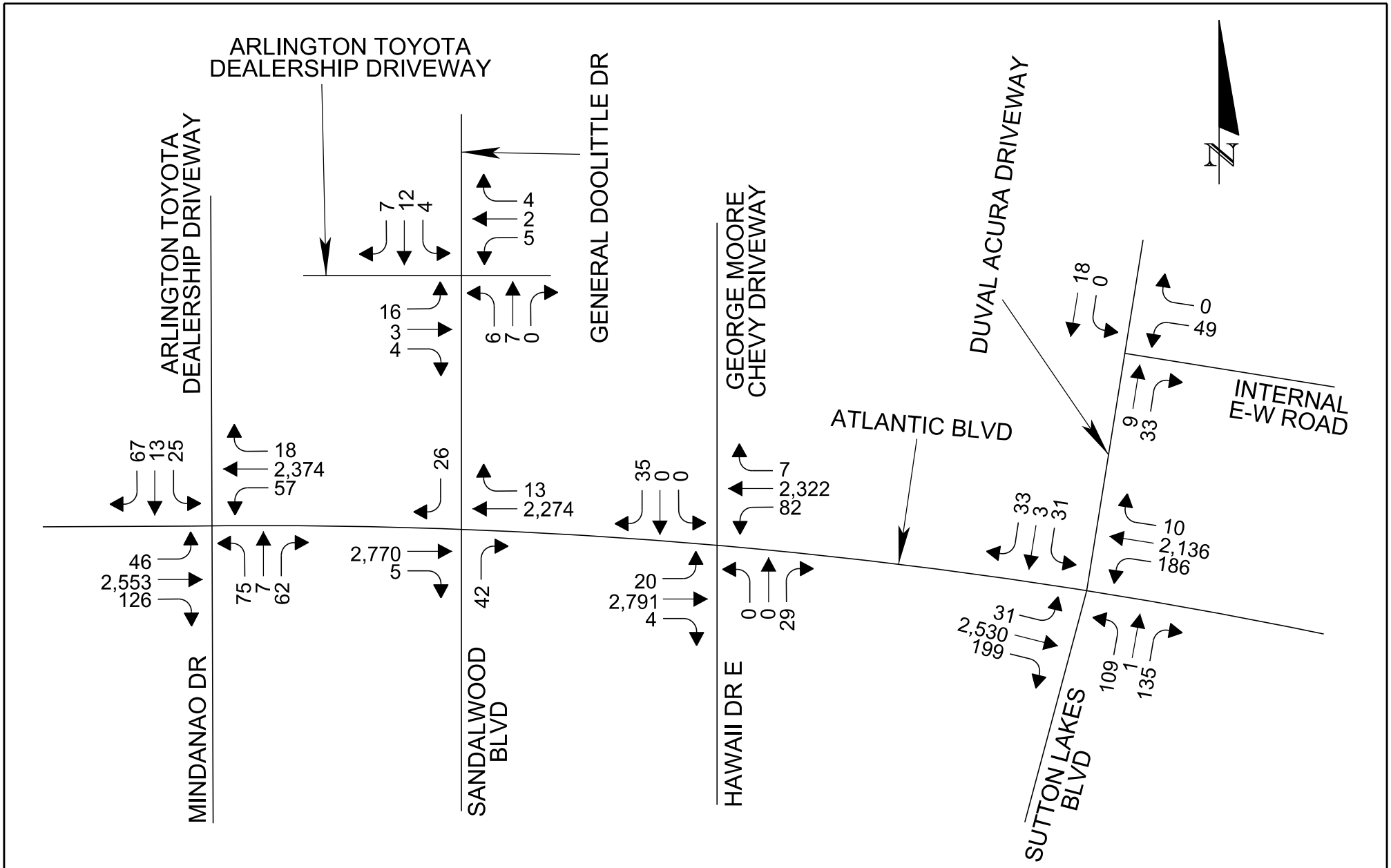
FDOT peak season conversion factors are included in **Appendix C**, signal timings are included in **Appendix D**, and *Synchro* intersection analysis sheets for existing conditions are included in **Appendix E**.

Table 1: Existing Intersection Levels of Service

Intersection	Peak Hour	Existing Level of Service and Delay (s)				
		EB	WB	NB	SB	Overall
Atlantic Boulevard / Arlington Toyota Driveway / Mindanao Drive	AM	A	B	F	F	**B**
		7.4	11.2	91.3	85.1	**11.8**
	PM	B	B	F	F	**C**
		17.7	16.4	89.1	88.3	**20.3**
Atlantic Boulevard / Duval Acura Driveway / Sutton Lakes Boulevard	AM	B	C	F	E	**C**
		16.8	22.5	82.5	66.8	**24.7**
	PM	C	C	F	F	**C**
		25.6	29.5	94.5	82.0	**31.0**



DJX4 *TRAFFIC IMPACT ANALYSIS*	*EXISTING 2022 PEAK SEASON VOLUMES:* *AM PEAK HOUR*	*FIGURE 4*



DJX4 *TRAFFIC IMPACT ANALYSIS*	*EXISTING 2022 PEAK SEASON VOLUMES:* *PM PEAK HOUR*	*FIGURE 5*

Proposed Development Trip Generation

Typically, the trip generation potential for a proposed land use is calculated using data published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition*. However, due to the uniqueness of the proposed development compared to available ITE land uses, the end user has prepared the anticipated project trips by hour of the day based on the employee and delivery schedules. The anticipated trips for each hour of the day are shown in **Table 2** and are explained below.

The delivery station will operate 24/7 to support delivery of packages to customer locations between approximately 10:00 AM and 9:00 PM. Approximately 32 line haul trucks will deliver packages to the delivery station each day. As shown in the trucks columns of Table 2, project truck trips will be spread throughout the day, without a significant truck peak hour.

Employees that work inside the proposed facility are anticipated to arrive and depart in five separate shifts:

- 143 employees will work from 2:00 AM to 12:30 PM
- 43 employees will work from 6:00 AM to 2:30 PM
- 43 employees will work from 1:30 PM to 10:00 PM
- 38 employees will work from 2:00 PM to 6:00 PM
- 8 employees will work between 12:00 PM and 10:30 PM.

Employees that drive delivery vans are anticipated to arrive at the delivery station in their personal vehicles or public transport between 9:00 AM and 11:00 AM. For the proposed project, 466 van drivers are anticipated. These 466 vans will all depart the site to begin delivery routes between 10:00 AM and 11:30 AM. Approximately 9-11 hours after dispatch, delivery routes are completed, and the vans return to the station between 7:00 PM and 9:30 PM. The van drivers park the delivery van onsite and leave using their personal vehicle or public transport.

Approximately 90 employees will use their personal vehicles to deliver packages from this location. These employees are anticipated to arrive in the 4:00 PM to 5:00 PM hour and depart between 4:30 PM and 5:30 PM.

Table 2: Trip Generation

Time		Associates			Trucks			DSP Drivers			DSP Vans			Flex			Total		
From	To	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
00:00	00:30	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2
00:30	01:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2
01:00	01:30	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2
01:30	02:00	143	0	143	1	1	2	0	0	0	0	0	0	0	0	0	144	1	145
02:00	02:30	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2
02:30	03:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2
03:00	03:30	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2
03:30	04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
04:00	04:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
04:30	05:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2
05:00	05:30	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2
05:30	06:00	43	0	43	1	1	2	0	0	0	0	0	0	0	0	0	44	1	45
06:00	06:30	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2
06:30	07:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2
07:00	07:30	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2
07:30	08:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
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08:30	09:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
09:00	09:30	0	0	0	1	1	2	40	0	40	0	0	0	0	0	0	41	1	42
09:30	10:00	0	0	0	1	1	2	160	0	160	0	0	0	0	0	0	161	1	162
10:00	10:30	0	0	0	0	1	1	195	0	195	0	120	120	0	0	0	195	121	316
10:30	11:00	0	0	0	0	0	0	71	0	71	0	240	240	0	0	0	71	240	311
11:00	11:30	0	0	0	1	0	1	0	0	0	0	106	106	0	0	0	1	106	107
11:30	12:00	8	0	8	0	1	1	0	0	0	0	0	0	0	0	0	8	1	9
12:00	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	13:00	0	143	143	0	0	0	0	0	0	0	0	0	0	0	0	0	143	143
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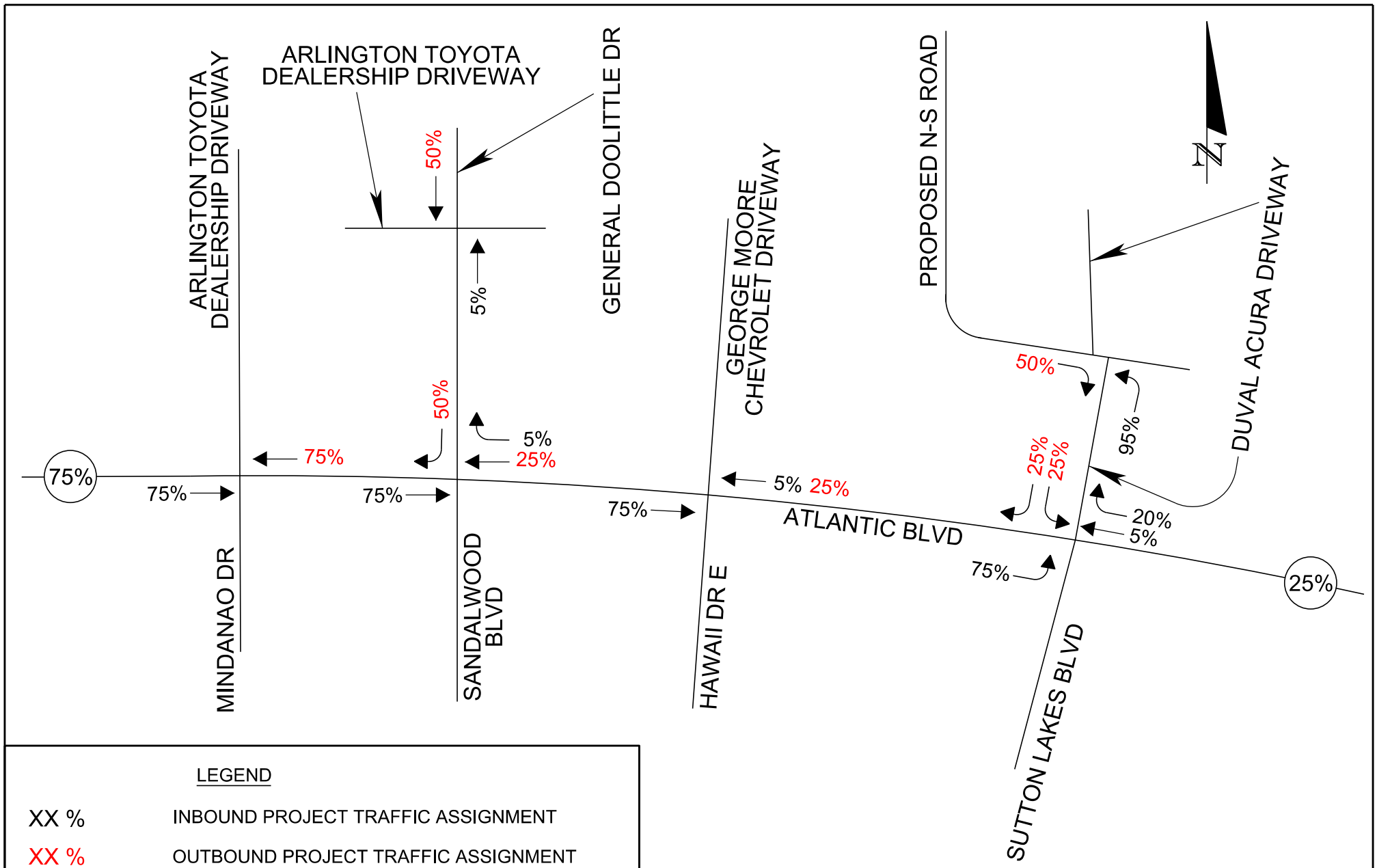
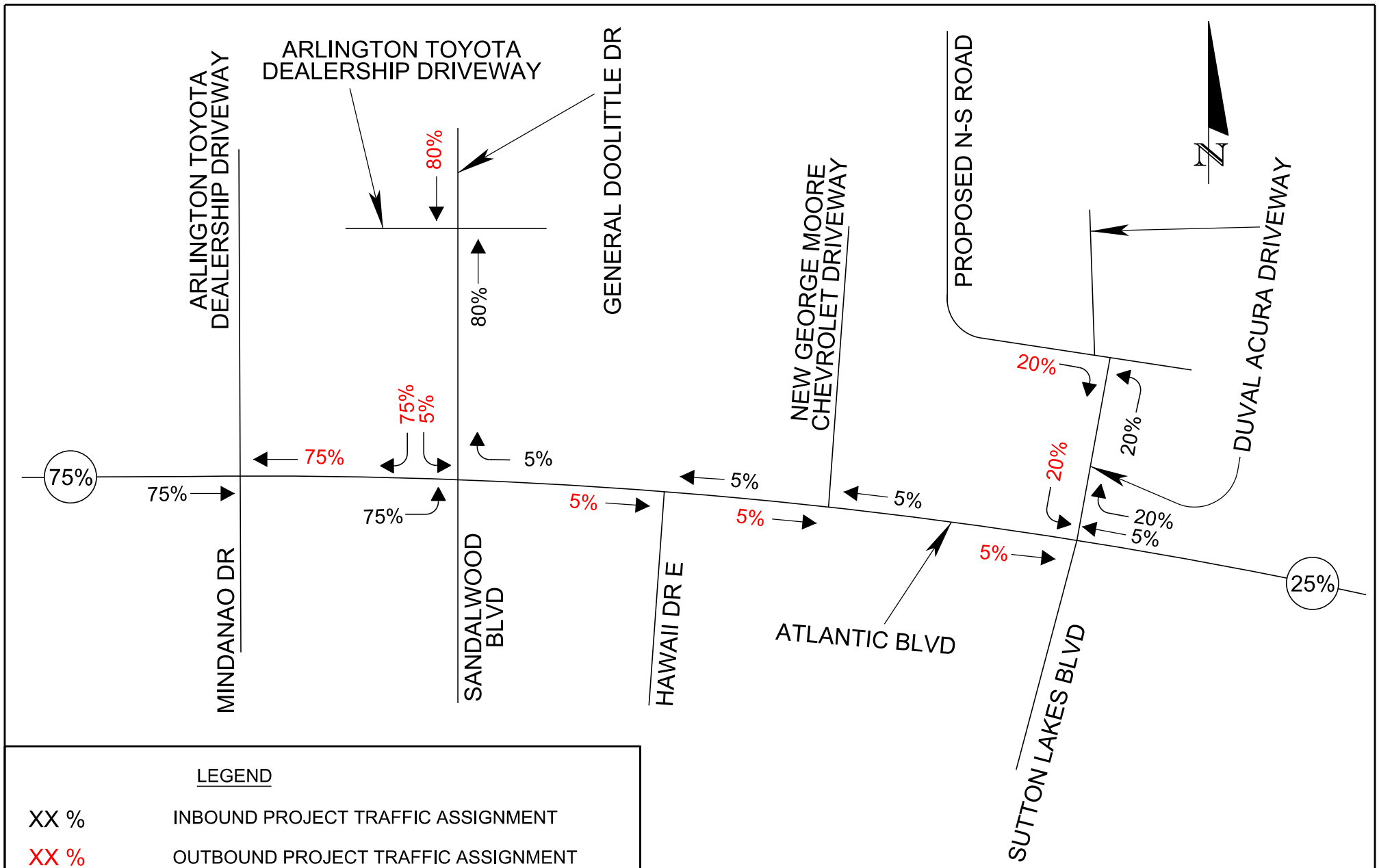
21:00	21:30	0	0	0	1	1	2	0	82	82	25	0	25	0	0	0	26	83	109
21:30	22:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2
22:00	22:30	0	43	43	1	1	2	0	0	0	0	0	0	0	0	0	1	44	45
22:30	23:00	0	8	8	1	1	2	0	0	0	0	0	0	0	0	0	1	9	10
23:00	23:30	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2
23:30	00:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	2
Total		**275**	**275**	**550**	**32**	**32**	**64**	**466**	**466**	**932**	**466**	**466**	**932**	**90**	**90**	**179**	**1,329**	**1,329**	**2,657**

Trip Distribution

The trip distribution for the proposed project was determined using the Northeast Regional Planning Model – Activity Based (NERPM-ABv3). The Transportation Planning Organization's (TPO's) 2020 network data and 2022 zonal data were used as the basis for the modeling. The model predicts a distribution on Atlantic Boulevard of approximately 76 percent west and 24 percent east. For the purposes of this analysis, a distribution of 75 percent to/from the west and 25 percent to/from the east will be used. Engineering judgement was used to predict the project trip assignment to the project driveways. Access scenario 1 and scenario 2 include different assignments to the project driveways. The project traffic assignments for scenarios 1 and 2 are illustrated in **Figures 6** and **Figure 7**, respectively. The assignment of project traffic for access scenario 3 was assumed to follow the access scenario 1 assignment but under the modified geometry. The NERPM model output is included in **Appendix F**.



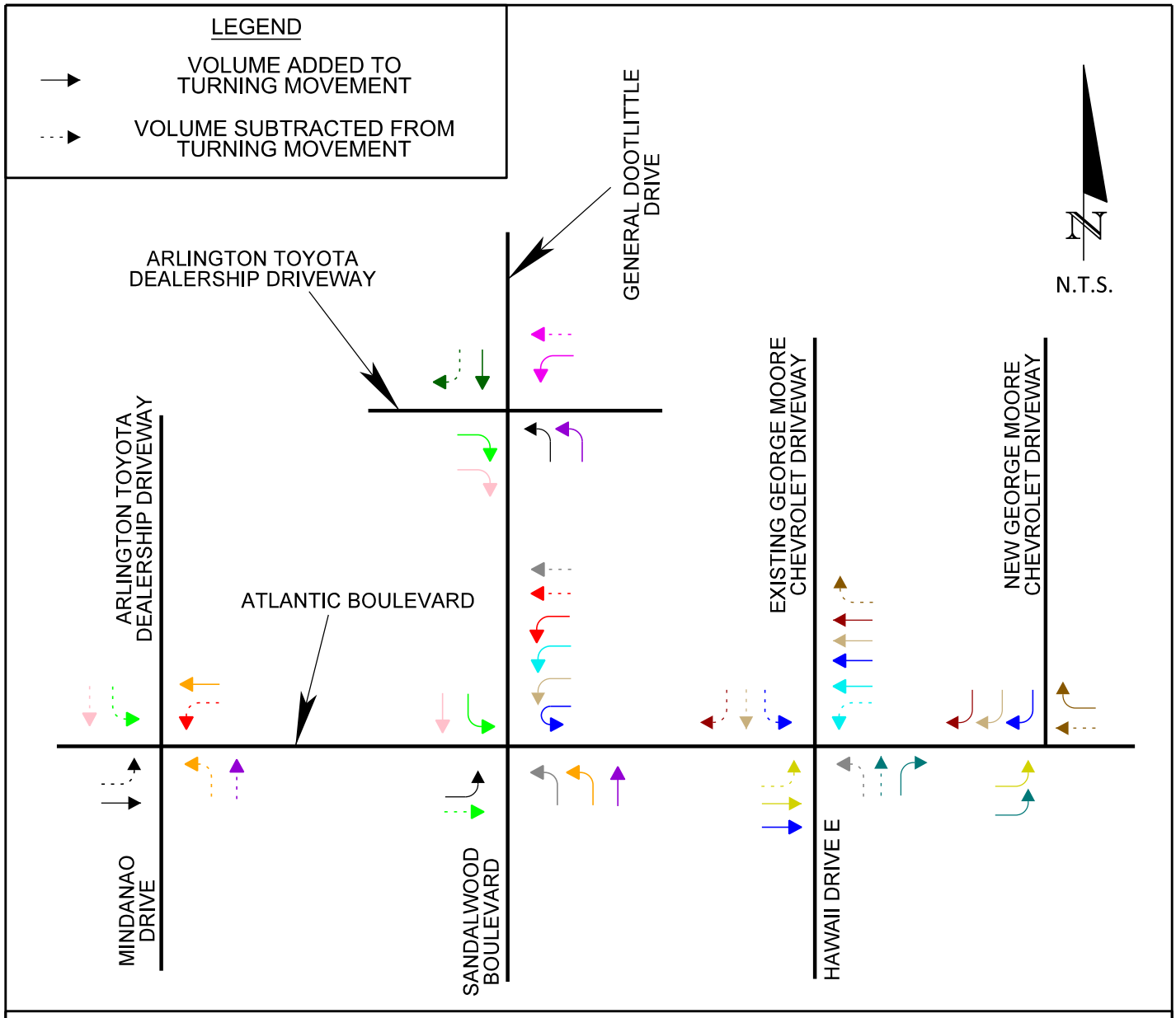
DJX4 *TRAFFIC IMPACT ANALYSIS*	*PROJECT TRAFFIC ASSIGNMENT:* *SCENARIO 1*	*FIGURE 6*



DJX4 *TRAFFIC IMPACT ANALYSIS*	*PROJECT TRAFFIC ASSIGNMENT:* *SCENARIO 2*	*FIGURE 7*

Future Volume Development

Background traffic growth was estimated using the FDOT Level of Service Report. The Level of Service Report for Atlantic Boulevard between St. Johns Bluff Road and Girvin Road was examined. The growth rate between the 2020 and 2030 peak hour volumes contained in this report is approximately 3.80 percent per year. Future background traffic conditions were projected to buildout year 2025 using the calculated growth rate. For access scenario 2, background 2025 volumes were reassigned to reflect the signal relocation on Atlantic Boulevard and geometric changes to the existing intersections and driveways. **Figure 8** depicts the reassignment of background turning movements for access scenario 2. Background traffic was combined with project traffic to determine the total future 2025 volumes expected at the study intersections at buildout of the project. The future volume development calculations are shown in **Table 3** through **Table 8** for access scenario 1. The future volume development calculations are shown in **Table 9** through **Table 15** for access scenario 2. The FDOT Level of Service Report is provided in **Appendix G**.



DIVERSIONS

- WBT @ TOYOTA DEALERSHIP/GENERAL DOOLITTLE DR (ASSUMED 75% WOULD TURN LEFT TO ACCESS NEW SIGNAL)
- SBR @ TOYOTA DEALERSHIP/GENERAL DOOLITTLE DR (ASSUMED 75% WOULD GO THROUGH TO ACCESS NEW SIGNAL)
- SBL @ TOYOTA DEALERSHIP/ATLANTIC BLVD
- NBT @ TOYOTA DEALERSHIP/ATLANTIC BLVD
- EBL @ TOYOTA DEALERSHIP/ATLANTIC BLVD
- SBT @ TOYOTA DEALERSHIP/ATLANTIC BLVD
- WBL @ TOYOTA DEALERSHIP/ATLANTIC BLVD
- NBL @ TOYOTA DEALERSHIP/ATLANTIC BLVD
- NBL @ ATLANTIC BLVD/EXISTING GEORGE MOORE CHEVROLET DRIVEWAY
- SBT @ ATLANTIC BLVD/EXISTING GEORGE MOORE CHEVROLET DRIVEWAY
- SBL @ ATLANTIC BLVD/EXISTING GEORGE MOORE CHEVROLET DRIVEWAY
- EBL @ ATLANTIC BLVD/EXISTING GEORGE MOORE CHEVROLET DRIVEWAY
- SBR @ ATLANTIC BLVD/EXISTING GEORGE MOORE CHEVROLET DRIVEWAY
- WBR @ ATLANTIC BLVD/EXISTING GEORGE MOORE CHEVROLET DRIVEWAY
- NBT @ ATLANTIC BLVD/EXISTING GEORGE MOORE CHEVROLET DRIVEWAY
- WBL @ ATLANTIC BLVD/EXISTING GEORGE MOORE CHEVROLET DRIVEWAY

DJX4 *TRAFFIC IMPACT ANALYSIS*	*TRAFFIC REASSIGNMENT FOR ACCESS SCENARIO 2*	*FIGURE 8*

Table 3: Access Scenario 1 Volume Development: Atlantic Boulevard / Arlington Toyota Driveway / Mindanao Drive

	Atlantic Boulevard **Eastbound**			Atlantic Boulevard **Westbound**			Mindanao Drive **Northbound**			Arlington Toyota Driveway **Southbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022 Existing Traffic												
7 AM - 8 AM	35	1724	34	20	2664	12	57	8	45	4	1	12
8 AM - 9 AM	51	1880	42	26	2126	13	51	15	69	9	2	22
9 AM - 10 AM	45	1421	34	21	1843	15	41	8	41	22	4	38
9:30 AM - 10:30 AM	48	1418	43	25	1718	15	37	5	38	24	5	44
10 AM - 11 AM	31	1397	48	20	1533	7	38	5	33	15	3	42
11 AM - 12 PM	38	1415	49	18	1581	14	47	6	29	30	4	38
12 PM - 1 PM	39	1702	75	17	1595	7	50	3	43	28	4	35
1 PM - 2 PM	57	1588	73	44	1650	18	48	11	41	18	3	37
2 PM - 3 PM	38	2033	64	31	1882	15	70	7	54	30	6	50
3 PM - 4 PM	46	2501	90	51	2149	10	49	6	66	30	3	46
4 PM - 5 PM	45	2479	122	55	2305	17	73	7	60	24	13	65
5 PM - 6 PM	38	2555	98	49	2094	9	59	5	64	35	5	75
PSCF	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***
2022 Peak Season Traffic												
7 AM - 8 AM	36	1,776	35	21	2,744	12	59	8	46	4	1	12
8 AM - 9 AM	53	1,936	43	27	2,190	13	53	15	71	9	2	23
9 AM - 10 AM	46	1,464	35	22	1,898	15	42	8	42	23	4	39
9:30 AM - 10:30 AM	49	1,461	44	26	1,770	15	38	5	39	25	5	45
10 AM - 11 AM	32	1,439	49	21	1,579	7	39	5	34	15	3	43
11 AM - 12 PM	39	1,457	50	19	1,628	14	48	6	30	31	4	39
12 PM - 1 PM	40	1,753	77	18	1,643	7	52	3	44	29	4	36
1 PM - 2 PM	59	1,636	75	45	1,700	19	49	11	42	19	3	38
2 PM - 3 PM	39	2,094	66	32	1,938	15	72	7	56	31	6	52
3 PM - 4 PM	47	2,576	93	53	2,213	10	50	6	68	31	3	47
4 PM - 5 PM	46	2,553	126	57	2,374	18	75	7	62	25	13	67
5 PM - 6 PM	39	2,632	101	50	2,157	9	61	5	66	36	5	77
Annual growth rate		3.80%			3.80%							
Background Growth (2022 to 2025)												
7 AM - 8 AM	0	202	0	0	313	0	0	0	0	0	0	0
8 AM - 9 AM	0	221	0	0	250	0	0	0	0	0	0	0
9 AM - 10 AM	0	167	0	0	216	0	0	0	0	0	0	0
9:30 AM - 10:30 AM	0	167	0	0	202	0	0	0	0	0	0	0
10 AM - 11 AM	0	164	0	0	180	0	0	0	0	0	0	0
11 AM - 12 PM	0	166	0	0	186	0	0	0	0	0	0	0
12 PM - 1 PM	0	200	0	0	187	0	0	0	0	0	0	0
1 PM - 2 PM	0	187	0	0	194	0	0	0	0	0	0	0
2 PM - 3 PM	0	239	0	0	221	0	0	0	0	0	0	0
3 PM - 4 PM	0	294	0	0	252	0	0	0	0	0	0	0
4 PM - 5 PM	0	291	0	0	271	0	0	0	0	0	0	0
5 PM - 6 PM	0	300	0	0	246	0	0	0	0	0	0	0
2025 Background Traffic												
7 AM - 8 AM	36	1,978	35	21	3,057	12	59	8	46	4	1	12
8 AM - 9 AM	53	2,157	43	27	2,440	13	53	15	71	9	2	23
9 AM - 10 AM	46	1,631	35	22	2,114	15	42	8	42	23	4	39
9:30 AM - 10:30 AM	49	1,628	44	26	1,972	15	38	5	39	25	5	45
10 AM - 11 AM	32	1,603	49	21	1,759	7	39	5	34	15	3	43
11 AM - 12 PM	39	1,623	50	19	1,814	14	48	6	30	31	4	39
12 PM - 1 PM	40	1,953	77	18	1,830	7	52	3	44	29	4	36
1 PM - 2 PM	59	1,823	75	45	1,894	19	49	11	42	19	3	38
2 PM - 3 PM	39	2,333	66	32	2,159	15	72	7	56	31	6	52
3 PM - 4 PM	47	2,870	93	53	2,465	10	50	6	68	31	3	47
4 PM - 5 PM	46	2,844	126	57	2,645	18	75	7	62	25	13	67
5 PM - 6 PM	39	2,932	101	50	2,403	9	61	5	66	36	5	77
Project Traffic Volumes												
Inbound Assignment		75%										
Outbound Assignment					75%							

	Total Project Trips		Project Turning Movement Volumes Per Hour (= Assignment X Total Project Trips)									
	Inbound	Outbound										
7 AM - 8 AM	1	2	1		2							
8 AM - 9 AM	1	0	1		0							
9 AM - 10 AM	202	2	152		2							
9:30 AM - 10:30 AM	356	122	267		92							
10 AM - 11 AM	266	361	200		271							
11 AM - 12 PM	9	107	7		80							
12 PM - 1 PM	0	143	0		107							
1 PM - 2 PM	81	0	61		0							
2 PM - 3 PM	0	43	0		32							
3 PM - 4 PM	0	0	0		0							
4 PM - 5 PM	91	45	68		34							
5 PM - 6 PM	1	47	1		35							
2025 Total Volume												
7 AM - 8 AM			36	1,979	35	21	3,059	12	59	8	46	4	1	12
8 AM - 9 AM			53	2,158	43	27	2,440	13	53	15	71	9	2	23
9 AM - 10 AM			46	1,783	35	22	2,116	15	42	8	42	23	4	39
9:30 AM - 10:30 AM			49	1,895	44	26	2,064	15	38	5	39	25	5	45
10 AM - 11 AM			32	1,803	49	21	2,030	7	39	5	34	15	3	43
11 AM - 12 PM			39	1,630	50	19	1,894	14	48	6	30	31	4	39
12 PM - 1 PM			40	1,953	77	18	1,937	7	52	3	44	29	4	36
1 PM - 2 PM			59	1,884	75	45	1,894	19	49	11	42	19	3	38
2 PM - 3 PM			39	2,333	66	32	2,191	15	72	7	56	31	6	52
3 PM - 4 PM			47	2,870	93	53	2,465	10	50	6	68	31	3	47
4 PM - 5 PM			46	2,912	126	57	2,679	18	75	7	62	25	13	67
5 PM - 6 PM			39	2,933	101	50	2,438	9	61	5	66	36	5	77

Table 4: Access Scenario 1 Volume Development: Atlantic Boulevard / General Doolittle Drive /Sandalwood Boulevard

	Atlantic Boulevard **Eastbound**			Atlantic Boulevard **Westbound**			Sandalwood Boulevard **Northbound**			General Doolittle Drive **Southbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022 Existing Traffic												
7 AM - 8 AM	0	1676	0	0	2586	22	0	0	38	0	0	0
8 AM - 9 AM	0	1965	6	0	2137	31	0	0	50	0	0	4
9 AM - 10 AM	0	1474	5	0	1825	27	0	0	31	0	0	8
9:30 AM - 10:30 AM	0	1482	1	0	1721	34	0	0	24	0	0	11
10 AM - 11 AM	0	1441	3	0	1540	32	0	0	21	0	0	10
11 AM - 12 PM	0	1470	5	0	1576	23	0	0	27	0	0	12
12 PM - 1 PM	0	1770	4	0	1585	29	0	0	29	0	0	20
1 PM - 2 PM	0	1658	3	0	1677	30	0	0	37	0	0	19
2 PM - 3 PM	0	2063	7	0	1888	30	0	0	37	0	0	14
3 PM - 4 PM	0	2618	6	0	2080	26	0	0	40	0	0	28
4 PM - 5 PM	0	2689	5	0	2208	13	0	0	41	0	0	25
5 PM - 6 PM	0	2662	7	0	2071	25	0	0	44	0	0	31
PSCF	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***
2022 Peak Season Traffic												
7 AM - 8 AM	0	1,726	0	0	2,664	23	0	0	39	0	0	0
8 AM - 9 AM	0	2,024	6	0	2,201	32	0	0	52	0	0	4
9 AM - 10 AM	0	1,518	5	0	1,880	28	0	0	32	0	0	8
9:30 AM - 10:30 AM	0	1,526	1	0	1,773	35	0	0	25	0	0	11
10 AM - 11 AM	0	1,484	3	0	1,586	33	0	0	22	0	0	10
11 AM - 12 PM	0	1,514	5	0	1,623	24	0	0	28	0	0	12
12 PM - 1 PM	0	1,823	4	0	1,633	30	0	0	30	0	0	21
1 PM - 2 PM	0	1,708	3	0	1,727	31	0	0	38	0	0	20
2 PM - 3 PM	0	2,125	7	0	1,945	31	0	0	38	0	0	14
3 PM - 4 PM	0	2,697	6	0	2,142	27	0	0	41	0	0	29
4 PM - 5 PM	0	2,770	5	0	2,274	13	0	0	42	0	0	26
5 PM - 6 PM	0	2,742	7	0	2,133	26	0	0	45	0	0	32
Annual growth rate		3.80%			3.80%							
Background Growth (2022 to 2025)												
7 AM - 8 AM	0	197	0	0	304	0	0	0	0	0	0	0
8 AM - 9 AM	0	231	0	0	251	0	0	0	0	0	0	0
9 AM - 10 AM	0	173	0	0	214	0	0	0	0	0	0	0
9:30 AM - 10:30 AM	0	174	0	0	202	0	0	0	0	0	0	0
10 AM - 11 AM	0	169	0	0	181	0	0	0	0	0	0	0
11 AM - 12 PM	0	173	0	0	185	0	0	0	0	0	0	0
12 PM - 1 PM	0	208	0	0	186	0	0	0	0	0	0	0
1 PM - 2 PM	0	195	0	0	197	0	0	0	0	0	0	0
2 PM - 3 PM	0	242	0	0	222	0	0	0	0	0	0	0
3 PM - 4 PM	0	307	0	0	244	0	0	0	0	0	0	0
4 PM - 5 PM	0	316	0	0	259	0	0	0	0	0	0	0
5 PM - 6 PM	0	313	0	0	243	0	0	0	0	0	0	0
2025 Background Traffic												
7 AM - 8 AM	0	1,923	0	0	2,968	23	0	0	39	0	0	0
8 AM - 9 AM	0	2,255	6	0	2,452	32	0	0	52	0	0	4
9 AM - 10 AM	0	1,691	5	0	2,094	28	0	0	32	0	0	8
9:30 AM - 10:30 AM	0	1,700	1	0	1,975	35	0	0	25	0	0	11
10 AM - 11 AM	0	1,653	3	0	1,767	33	0	0	22	0	0	10
11 AM - 12 PM	0	1,687	5	0	1,808	24	0	0	28	0	0	12
12 PM - 1 PM	0	2,031	4	0	1,819	30	0	0	30	0	0	21
1 PM - 2 PM	0	1,903	3	0	1,924	31	0	0	38	0	0	20
2 PM - 3 PM	0	2,367	7	0	2,167	31	0	0	38	0	0	14
3 PM - 4 PM	0	3,004	6	0	2,386	27	0	0	41	0	0	29
4 PM - 5 PM	0	3,086	5	0	2,533	13	0	0	42	0	0	26
5 PM - 6 PM	0	3,055	7	0	2,376	26	0	0	45	0	0	32
Project Traffic Volumes												
Inbound Assignment		75%				5%						
Outbound Assignment					25%							50%

	Total Project Trips		Project Turning Movement Volumes Per Hour (= Assignment X Total Project Trips)									
	Inbound	Outbound										
7 AM - 8 AM	1	2	1		1	0						1
8 AM - 9 AM	1	0	1		0	0						0
9 AM - 10 AM	202	2	152		1	10						1
9:30 AM - 10:30 AM	356	122	267		31	18						61
10 AM - 11 AM	266	361	200		90	13						181
11 AM - 12 PM	9	107	7		27	0						54
12 PM - 1 PM	0	143	0		36	0		0				72
1 PM - 2 PM	81	0	61		0	4						0
2 PM - 3 PM	0	43	0		11	0						22
3 PM - 4 PM	0	0	0		0	0						0
4 PM - 5 PM	91	45	68		11	5						23
5 PM - 6 PM	1	47	1		12	0						24
2025 Total Volume												
7 AM - 8 AM			0	1,924	0	0	2,969	23	0	0	39	0	0	1
8 AM - 9 AM			0	2,256	6	0	2,452	32	0	0	52	0	0	4
9 AM - 10 AM			0	1,843	5	0	2,095	38	0	0	32	0	0	9
9:30 AM - 10:30 AM			0	1,967	1	0	2,006	53	0	0	25	0	0	72
10 AM - 11 AM			0	1,853	3	0	1,857	46	0	0	22	0	0	191
11 AM - 12 PM			0	1,694	5	0	1,835	24	0	0	28	0	0	66
12 PM - 1 PM			0	2,031	4	0	1,855	30	0	0	30	0	0	93
1 PM - 2 PM			0	1,964	3	0	1,924	35	0	0	38	0	0	20
2 PM - 3 PM			0	2,367	7	0	2,178	31	0	0	38	0	0	36
3 PM - 4 PM			0	3,004	6	0	2,386	27	0	0	41	0	0	29
4 PM - 5 PM			0	3,154	5	0	2,544	18	0	0	42	0	0	49
5 PM - 6 PM			0	3,056	7	0	2,388	26	0	0	45	0	0	56

Table 5: Access Scenario 1 Volume Development: General Doolittle Drive / Arlington Toyota Driveways

Description	Toyota Dealership Driveway **Eastbound**			Toyota Lot Driveway **Westbound**			General Doolittle Drive **Northbound**			General Doolittle Drive **Southbound**		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022 Existing Traffic												
7 AM - 8 AM	21	0	1	0	0	2	10	12	0	2	1	1
8 AM - 9 AM	15	4	2	0	4	0	10	23	1	0	4	3
9 AM - 10 AM	17	3	2	0	2	1	12	15	1	1	7	3
9:30 AM - 10:30 AM	18	2	2	0	0	1	9	24	1	4	11	3
10 AM - 11 AM	13	2	2	0	1	2	11	21	1	3	11	1
11 AM - 12 PM	10	4	3	2	7	5	5	12	2	5	9	9
12 PM - 1 PM	17	5	1	2	7	3	6	21	2	6	15	13
1 PM - 2 PM	22	4	7	1	4	4	17	18	1	4	11	13
2 PM - 3 PM	19	2	2	3	3	0	12	15	0	7	8	9
3 PM - 4 PM	17	3	5	1	2	2	11	15	0	9	16	14
4 PM - 5 PM	16	3	4	5	2	4	6	7	0	4	12	7
5 PM - 6 PM	11	6	8	6	3	1	14	8	1	1	19	18
PSCF	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***
2022 Peak Season Traffic												
7 AM - 8 AM	22	0	1	0	0	2	10	12	0	2	1	1
8 AM - 9 AM	15	4	2	0	4	0	10	24	1	0	4	3
9 AM - 10 AM	18	3	2	0	2	1	12	15	1	1	7	3
9:30 AM - 10:30 AM	19	2	2	0	0	1	9	25	1	4	11	3
10 AM - 11 AM	13	2	2	0	1	2	11	22	1	3	11	1
11 AM - 12 PM	10	4	3	2	7	5	5	12	2	5	9	9
12 PM - 1 PM	18	5	1	2	7	3	6	22	2	6	15	13
1 PM - 2 PM	23	4	7	1	4	4	18	19	1	4	11	13
2 PM - 3 PM	20	2	2	3	3	0	12	15	0	7	8	9
3 PM - 4 PM	18	3	5	1	2	2	11	15	0	9	16	14
4 PM - 5 PM	16	3	4	5	2	4	6	7	0	4	12	7
5 PM - 6 PM	11	6	8	6	3	1	14	8	1	1	20	19
Annual growth rate Background Growth (2022 to 2025)												
7 AM - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0
8 AM - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0
9 AM - 10 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
10 AM - 11 AM	0	0	0	0	0	0	0	0	0	0	0	0
11 AM - 12 PM	0	0	0	0	0	0	0	0	0	0	0	0
12 PM - 1 PM	0	0	0	0	0	0	0	0	0	0	0	0
1 PM - 2 PM	0	0	0	0	0	0	0	0	0	0	0	0
2 PM - 3 PM	0	0	0	0	0	0	0	0	0	0	0	0
3 PM - 4 PM	0	0	0	0	0	0	0	0	0	0	0	0
4 PM - 5 PM	0	0	0	0	0	0	0	0	0	0	0	0
5 PM - 6 PM	0	0	0	0	0	0	0	0	0	0	0	0
2025 Background Traffic												
7 AM - 8 AM	22	0	1	0	0	2	10	12	0	2	1	1
8 AM - 9 AM	15	4	2	0	4	0	10	24	1	0	4	3
9 AM - 10 AM	18	3	2	0	2	1	12	15	1	1	7	3
9:30 AM - 10:30 AM	19	2	2	0	0	1	9	25	1	4	11	3
10 AM - 11 AM	13	2	2	0	1	2	11	22	1	3	11	1
11 AM - 12 PM	10	4	3	2	7	5	5	12	2	5	9	9
12 PM - 1 PM	18	5	1	2	7	3	6	22	2	6	15	13
1 PM - 2 PM	23	4	7	1	4	4	18	19	1	4	11	13
2 PM - 3 PM	20	2	2	3	3	0	12	15	0	7	8	9
3 PM - 4 PM	18	3	5	1	2	2	11	15	0	9	16	14
4 PM - 5 PM	16	3	4	5	2	4	6	7	0	4	12	7
5 PM - 6 PM	11	6	8	6	3	1	14	8	1	1	20	19
Project Traffic Volumes												
Inbound Assignment								5%				
Outbound Assignment											50%	
	Total Project Trips		Project Turning Movement Volumes Per Hour (= Assignment X Total Project Trips)									
	Inbound	Outbound										
7 AM - 8 AM	1	2						0			1	
8 AM - 9 AM	1	0						0			0	
9 AM - 10 AM	202	2						10			1	
9:30 AM - 10:30 AM	356	122						18			61	
10 AM - 11 AM	266	361						13			181	
11 AM - 12 PM	9	107						0			54	
12 PM - 1 PM	0	143						0			72	
1 PM - 2 PM	81	0						4			0	
2 PM - 3 PM	0	43						0			22	
3 PM - 4 PM	0	0						0			0	
4 PM - 5 PM	91	45						5			23	
5 PM - 6 PM	1	47						0			24	
2025 Total Volume												
7 AM - 8 AM			22	0	1	0	0	2	10	12	0	2	2	1
8 AM - 9 AM			15	4	2	0	4	0	10	24	1	0	4	3
9 AM - 10 AM			18	3	2	0	2	1	12	25	1	1	8	3
9:30 AM - 10:30 AM			19	2	2	0	0	1	9	43	1	4	72	3
10 AM - 11 AM			13	2	2	0	1	2	11	35	1	3	192	1
11 AM - 12 PM			10	4	3	2	7	5	5	12	2	5	63	9
12 PM - 1 PM			18	5	1	2	7	3	6	22	2	6	87	13
1 PM - 2 PM			23	4	7	1	4	4	18	23	1	4	11	13
2 PM - 3 PM			20	2	2	3	3	0	12	15	0	7	30	9
3 PM - 4 PM			18	3	5	1	2	2	11	15	0	9	16	14
4 PM - 5 PM			16	3	4	5	2	4	6	12	0	4	35	7
5 PM - 6 PM			11	6	8	6	3	1	14	8	1	1	44	19

Table 6: Access Scenario 1 Volume Development: Atlantic Boulevard / George Moore Chevrolet Driveway / Hawaii Drive

Description	Atlantic Boulevard Eastbound			Atlantic Boulevard Westbound			Hawaii Drive East Northbound			George Moore Chevy Driveway Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022 Existing Traffic												
7 AM - 8 AM	26	1793	6	93	2686	7	1	0	17	1	1	2
8 AM - 9 AM	41	1973	6	65	2194	10	1	0	22	2	0	8
9 AM - 10 AM	32	1472	2	64	1878	13	0	0	12	4	1	7
9:30 AM - 10:30 AM	38	1464	2	50	1767	9	0	0	9	6	1	12
10 AM - 11 AM	40	1416	3	48	1572	6	1	0	8	7	1	19
11 AM - 12 PM	25	1499	5	63	1602	8	1	0	18	4	0	19
12 PM - 1 PM	39	1772	4	56	1617	8	3	0	9	6	0	19
1 PM - 2 PM	35	1654	7	74	1700	13	0	0	26	6	1	15
2 PM - 3 PM	24	2135	6	73	1937	7	0	0	18	1	0	13
3 PM - 4 PM	22	2633	6	91	2148	4	1	1	18	5	0	17
4 PM - 5 PM	19	2710	4	80	2254	7	0	0	28	0	0	34
5 PM - 6 PM	19	2689	7	89	2133	7	0	0	21	2	0	26
PSCF	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***
2022 Peak Season Traffic												
7 AM - 8 AM	27	1,847	6	96	2,767	7	1	0	18	1	1	2
8 AM - 9 AM	42	2,032	6	67	2,260	10	1	0	23	2	0	8
9 AM - 10 AM	33	1,516	2	66	1,934	13	0	0	12	4	1	7
9:30 AM - 10:30 AM	39	1,508	2	52	1,820	9	0	0	9	6	1	12
10 AM - 11 AM	41	1,458	3	49	1,619	6	1	0	8	7	1	20
11 AM - 12 PM	26	1,544	5	65	1,650	8	1	0	19	4	0	20
12 PM - 1 PM	40	1,825	4	58	1,666	8	3	0	9	6	0	20
1 PM - 2 PM	36	1,704	7	76	1,751	13	0	0	27	6	1	15
2 PM - 3 PM	25	2,199	6	75	1,995	7	0	0	19	1	0	13
3 PM - 4 PM	23	2,712	6	94	2,212	4	1	1	19	5	0	18
4 PM - 5 PM	20	2,791	4	82	2,322	7	0	0	29	0	0	35
5 PM - 6 PM	20	2,770	7	92	2,197	7	0	0	22	2	0	27
Annual growth rate		3.80%			3.80%							
Background Growth (2022 to 2025)												
7 AM - 8 AM	0	211	0	0	315	0	0	0	0	0	0	0
8 AM - 9 AM	0	232	0	0	258	0	0	0	0	0	0	0
9 AM - 10 AM	0	173	0	0	220	0	0	0	0	0	0	0
9:30 AM - 10:30 AM	0	172	0	0	207	0	0	0	0	0	0	0
10 AM - 11 AM	0	166	0	0	185	0	0	0	0	0	0	0
11 AM - 12 PM	0	176	0	0	188	0	0	0	0	0	0	0
12 PM - 1 PM	0	208	0	0	190	0	0	0	0	0	0	0
1 PM - 2 PM	0	194	0	0	200	0	0	0	0	0	0	0
2 PM - 3 PM	0	251	0	0	227	0	0	0	0	0	0	0
3 PM - 4 PM	0	309	0	0	252	0	0	0	0	0	0	0
4 PM - 5 PM	0	318	0	0	265	0	0	0	0	0	0	0
5 PM - 6 PM	0	316	0	0	250	0	0	0	0	0	0	0
2025 Background Traffic												
7 AM - 8 AM	27	2,058	6	96	3,082	7	1	0	18	1	1	2
8 AM - 9 AM	42	2,264	6	67	2,518	10	1	0	23	2	0	8
9 AM - 10 AM	33	1,689	2	66	2,154	13	0	0	12	4	1	7
9:30 AM - 10:30 AM	39	1,680	2	52	2,027	9	0	0	9	6	1	12
10 AM - 11 AM	41	1,624	3	49	1,804	6	1	0	8	7	1	20
11 AM - 12 PM	26	1,720	5	65	1,838	8	1	0	19	4	0	20
12 PM - 1 PM	40	2,033	4	58	1,856	8	3	0	9	6	0	20
1 PM - 2 PM	36	1,898	7	76	1,951	13	0	0	27	6	1	15
2 PM - 3 PM	25	2,450	6	75	2,222	7	0	0	19	1	0	13
3 PM - 4 PM	23	3,021	6	94	2,464	4	1	1	19	5	0	18
4 PM - 5 PM	20	3,109	4	82	2,587	7	0	0	29	0	0	35
5 PM - 6 PM	20	3,086	7	92	2,447	7	0	0	22	2	0	27
Project Traffic Volumes												
Inbound Assignment		75%			5%							
Outbound Assignment					25%							

	Total Project Trips		Project Turning Movement Volumes Per Hour (= Assignment X Total Project Trips)								
	Inbound	Outbound									
7 AM - 8 AM	1	2	1	1							
8 AM - 9 AM	1	0	1	0							
9 AM - 10 AM	202	2	152	11							
9:30 AM - 10:30 AM	356	122	267	48							
10 AM - 11 AM	266	361	200	104							
11 AM - 12 PM	9	107	7	27							
12 PM - 1 PM	0	143	0	36							
1 PM - 2 PM	81	0	61	4							
2 PM - 3 PM	0	43	0	11							
3 PM - 4 PM	0	0	0	0							
4 PM - 5 PM	91	45	68	16							
5 PM - 6 PM	1	47	1	12							
2025 Total Volume											
7 AM - 8 AM			27	2,059	6	96	3,083	7	1	0	18	1	1	2
8 AM - 9 AM			42	2,265	6	67	2,518	10	1	0	23	2	0	8
9 AM - 10 AM			33	1,841	2	66	2,165	13	0	0	12	4	1	7
9:30 AM - 10:30 AM			39	1,947	2	52	2,075	9	0	0	9	6	1	12
10 AM - 11 AM			41	1,824	3	49	1,908	6	1	0	8	7	1	20
11 AM - 12 PM			26	1,727	5	65	1,865	8	1	0	19	4	0	20
12 PM - 1 PM			40	2,033	4	58	1,892	8	3	0	9	6	0	20
1 PM - 2 PM			36	1,959	7	76	1,955	13	0	0	27	6	1	15
2 PM - 3 PM			25	2,450	6	75	2,233	7	0	0	19	1	0	13
3 PM - 4 PM			23	3,021	6	94	2,464	4	1	1	19	5	0	18
4 PM - 5 PM			20	3,177	4	82	2,603	7	0	0	29	0	0	35
5 PM - 6 PM			20	3,087	7	92	2,459	7	0	0	22	2	0	27

Table 7: Access Scenario 1 Volume Development: Atlantic Boulevard / Duval Acura Driveway / Sutton Lakes Boulevard

	Atlantic Boulevard **Eastbound**			Atlantic Boulevard **Westbound**			Sutton Lakes Boulevard **Northbound**			Duval Acura Driveway **Southbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022 Existing Traffic												
7 AM - 8 AM	30	1639	57	41	2528	7	189	1	149	6	0	10
8 AM - 9 AM	47	1782	89	90	2068	3	127	1	150	11	1	20
9 AM - 10 AM	52	1312	52	71	1769	7	122	11	97	24	0	22
9:30 AM - 10:30 AM	57	1329	48	54	1641	6	94	11	77	14	0	32
10 AM - 11 AM	52	1295	45	61	1408	11	69	1	79	17	0	38
11 AM - 12 PM	35	1380	61	92	1463	8	71	0	84	18	2	37
12 PM - 1 PM	32	1608	76	104	1425	10	92	1	99	29	0	41
1 PM - 2 PM	48	1509	93	103	1628	10	68	1	97	25	1	38
2 PM - 3 PM	62	1839	110	116	1727	12	107	1	141	39	1	71
3 PM - 4 PM	30	2396	160	128	1989	6	81	1	135	25	2	40
4 PM - 5 PM	30	2456	193	181	2074	10	106	1	131	30	3	32
5 PM - 6 PM	33	2531	188	173	1959	4	99	0	148	26	1	49
PSCF	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***
2022 Peak Season Traffic												
7 AM - 8 AM	31	1,688	59	42	2,604	7	195	1	153	6	0	10
8 AM - 9 AM	48	1,835	92	93	2,130	3	131	1	155	11	1	21
9 AM - 10 AM	54	1,351	54	73	1,822	7	126	11	100	25	0	23
9:30 AM - 10:30 AM	59	1,369	49	56	1,690	6	97	11	79	14	0	33
10 AM - 11 AM	54	1,334	46	63	1,450	11	71	1	81	18	0	39
11 AM - 12 PM	36	1,421	63	95	1,507	8	73	0	87	19	2	38
12 PM - 1 PM	33	1,656	78	107	1,468	10	95	1	102	30	0	42
1 PM - 2 PM	49	1,554	96	106	1,677	10	70	1	100	26	1	39
2 PM - 3 PM	64	1,894	113	119	1,779	12	110	1	145	40	1	73
3 PM - 4 PM	31	2,468	165	132	2,049	6	83	1	139	26	2	41
4 PM - 5 PM	31	2,530	199	186	2,136	10	109	1	135	31	3	33
5 PM - 6 PM	34	2,607	194	178	2,018	4	102	0	152	27	1	50
Annual growth rate		3.80%			3.80%							
Background Growth (2022 to 2025)												
7 AM - 8 AM	0	192	0	0	297	0	0	0	0	0	0	0
8 AM - 9 AM	0	209	0	0	243	0	0	0	0	0	0	0
9 AM - 10 AM	0	154	0	0	208	0	0	0	0	0	0	0
9:30 AM - 10:30 AM	0	156	0	0	193	0	0	0	0	0	0	0
10 AM - 11 AM	0	152	0	0	165	0	0	0	0	0	0	0
11 AM - 12 PM	0	162	0	0	172	0	0	0	0	0	0	0
12 PM - 1 PM	0	189	0	0	167	0	0	0	0	0	0	0
1 PM - 2 PM	0	177	0	0	191	0	0	0	0	0	0	0
2 PM - 3 PM	0	216	0	0	203	0	0	0	0	0	0	0
3 PM - 4 PM	0	281	0	0	234	0	0	0	0	0	0	0
4 PM - 5 PM	0	288	0	0	244	0	0	0	0	0	0	0
5 PM - 6 PM	0	297	0	0	230	0	0	0	0	0	0	0
2025 Background Traffic												
7 AM - 8 AM	31	1,880	59	42	2,901	7	195	1	153	6	0	10
8 AM - 9 AM	48	2,044	92	93	2,373	3	131	1	155	11	1	21
9 AM - 10 AM	54	1,505	54	73	2,030	7	126	11	100	25	0	23
9:30 AM - 10:30 AM	59	1,525	49	56	1,883	6	97	11	79	14	0	33
10 AM - 11 AM	54	1,486	46	63	1,615	11	71	1	81	18	0	39
11 AM - 12 PM	36	1,583	63	95	1,679	8	73	0	87	19	2	38
12 PM - 1 PM	33	1,845	78	107	1,635	10	95	1	102	30	0	42
1 PM - 2 PM	49	1,731	96	106	1,868	10	70	1	100	26	1	39
2 PM - 3 PM	64	2,110	113	119	1,982	12	110	1	145	40	1	73
3 PM - 4 PM	31	2,749	165	132	2,283	6	83	1	139	26	2	41
4 PM - 5 PM	31	2,818	199	186	2,380	10	109	1	135	31	3	33
5 PM - 6 PM	34	2,904	194	178	2,248	4	102	0	152	27	1	50
Project Traffic Volumes												
Inbound Assignment	75%				5%	20%						
Outbound Assignment										25%		25%

	Total Project Trips		Project Turning Movement Volumes Per Hour (= Assignment X Total Project Trips)										
	Inbound	Outbound											
7 AM - 8 AM	1	2	1			0	0			1		1
8 AM - 9 AM	1	0	1			0	0			0		0
9 AM - 10 AM	202	2	152			10	40			1		1
9:30 AM - 10:30 AM	356	122	267			18	71			31		31
10 AM - 11 AM	266	361	200			13	53			90		90
11 AM - 12 PM	9	107	7			0	2			27		27
12 PM - 1 PM	0	143	0			0	0			36		36
1 PM - 2 PM	81	0	61			4	16			0		0
2 PM - 3 PM	0	43	0			0	0			11		11
3 PM - 4 PM	0	0	0			0	0			0		0
4 PM - 5 PM	91	45	68			5	18			11		11
5 PM - 6 PM	1	47	1			0	0			12		12
2025 Total Volume												
7 AM - 8 AM			32	1,880	59	42	2,901	7	195	1	153	7	0	11
8 AM - 9 AM			49	2,044	92	93	2,373	3	131	1	155	11	1	21
9 AM - 10 AM			206	1,505	54	73	2,040	47	126	11	100	26	0	24
9:30 AM - 10:30 AM			326	1,525	49	56	1,901	77	97	11	79	45	0	64
10 AM - 11 AM			254	1,486	46	63	1,628	64	71	1	81	108	0	129
11 AM - 12 PM			43	1,583	63	95	1,679	10	73	0	87	46	2	65
12 PM - 1 PM			33	1,845	78	107	1,635	10	95	1	102	66	0	78
1 PM - 2 PM			110	1,731	96	106	1,872	26	70	1	100	26	1	39
2 PM - 3 PM			64	2,110	113	119	1,982	12	110	1	145	51	1	84
3 PM - 4 PM			31	2,749	165	132	2,283	6	83	1	139	26	2	41
4 PM - 5 PM			99	2,818	199	186	2,385	28	109	1	135	42	3	44
5 PM - 6 PM			35	2,904	194	178	2,248	4	102	0	152	39	1	62

Table 8: Access Scenario 1 Volume Development: Internal Duval Acura Intersection

Description	Internal E-W Road **Eastbound**			Internal E-W Road **Westbound**			Duval Acura Driveway **Northbound**			Duval Acura Driveway **Southbound**		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022 Existing Traffic												
7 AM - 8 AM	0	0	0	12	0	0	0	9	29	0	4	0
8 AM - 9 AM	0	0	0	24	0	0	0	12	39	0	8	0
9 AM - 10 AM	0	0	0	34	0	0	0	16	54	0	12	0
9:30 AM - 10:30 AM	0	0	0	34	0	0	0	17	57	0	12	0
10 AM - 11 AM	0	0	0	41	0	0	0	15	49	0	14	0
11 AM - 12 PM	0	0	0	42	0	0	0	10	33	0	15	0
12 PM - 1 PM	0	0	0	52	0	0	0	10	33	0	18	0
1 PM - 2 PM	0	0	0	47	0	0	0	14	45	0	17	0
2 PM - 3 PM	0	0	0	82	0	0	0	17	58	0	29	0
3 PM - 4 PM	0	0	0	50	0	0	0	9	28	0	17	0
4 PM - 5 PM	0	0	0	48	0	0	0	9	32	0	17	0
5 PM - 6 PM	0	0	0	56	0	0	0	9	28	0	20	0
PSCF	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***
2022 Peak Season Traffic												
7 AM - 8 AM	0	0	0	12	0	0	0	9	30	0	4	0
8 AM - 9 AM	0	0	0	25	0	0	0	12	40	0	8	0
9 AM - 10 AM	0	0	0	35	0	0	0	16	56	0	12	0
9:30 AM - 10:30 AM	0	0	0	35	0	0	0	18	59	0	12	0
10 AM - 11 AM	0	0	0	42	0	0	0	15	50	0	14	0
11 AM - 12 PM	0	0	0	43	0	0	0	10	34	0	15	0
12 PM - 1 PM	0	0	0	54	0	0	0	10	34	0	19	0
1 PM - 2 PM	0	0	0	48	0	0	0	14	46	0	18	0
2 PM - 3 PM	0	0	0	84	0	0	0	18	60	0	30	0
3 PM - 4 PM	0	0	0	52	0	0	0	9	29	0	18	0
4 PM - 5 PM	0	0	0	49	0	0	0	9	33	0	18	0
5 PM - 6 PM	0	0	0	58	0	0	0	9	29	0	21	0
Annual growth rate Background Growth (2022 to 2025)												
7 AM - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0
8 AM - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0
9 AM - 10 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
10 AM - 11 AM	0	0	0	0	0	0	0	0	0	0	0	0
11 AM - 12 PM	0	0	0	0	0	0	0	0	0	0	0	0
12 PM - 1 PM	0	0	0	0	0	0	0	0	0	0	0	0
1 PM - 2 PM	0	0	0	0	0	0	0	0	0	0	0	0
2 PM - 3 PM	0	0	0	0	0	0	0	0	0	0	0	0
3 PM - 4 PM	0	0	0	0	0	0	0	0	0	0	0	0
4 PM - 5 PM	0	0	0	0	0	0	0	0	0	0	0	0
5 PM - 6 PM	0	0	0	0	0	0	0	0	0	0	0	0
2025 Background Traffic												
7 AM - 8 AM	0	0	0	12	0	0	0	9	30	0	4	0
8 AM - 9 AM	0	0	0	25	0	0	0	12	40	0	8	0
9 AM - 10 AM	0	0	0	35	0	0	0	16	56	0	12	0
9:30 AM - 10:30 AM	0	0	0	35	0	0	0	18	59	0	12	0
10 AM - 11 AM	0	0	0	42	0	0	0	15	50	0	14	0
11 AM - 12 PM	0	0	0	43	0	0	0	10	34	0	15	0
12 PM - 1 PM	0	0	0	54	0	0	0	10	34	0	19	0
1 PM - 2 PM	0	0	0	48	0	0	0	14	46	0	18	0
2 PM - 3 PM	0	0	0	84	0	0	0	18	60	0	30	0
3 PM - 4 PM	0	0	0	52	0	0	0	9	29	0	18	0
4 PM - 5 PM	0	0	0	49	0	0	0	9	33	0	18	0
5 PM - 6 PM	0	0	0	58	0	0	0	9	29	0	21	0
Project Traffic Volumes												
Inbound Assignment							95%					
Outbound Assignment			50%									

	Total Project Trips		Project Turning Movement Volumes Per Hour (= Assignment X Total Project Trips)											
	Inbound	Outbound												
7 AM - 8 AM	1	2			1			1						
8 AM - 9 AM	1	0			0			1						
9 AM - 10 AM	202	2			1			192						
9:30 AM - 10:30 AM	356	122			61			338						
10 AM - 11 AM	266	361			181			253						
11 AM - 12 PM	9	107			54			9						
12 PM - 1 PM	0	143			72			0						
1 PM - 2 PM	81	0			0			77						
2 PM - 3 PM	0	43			22			0						
3 PM - 4 PM	0	0			0			0						
4 PM - 5 PM	91	45			23			86						
5 PM - 6 PM	1	47			24			1						
2025 Total Volume														
7 AM - 8 AM			0	0	1	12	0	0	1	9	30	0	4	0
8 AM - 9 AM			0	0	0	25	0	0	1	12	40	0	8	0
9 AM - 10 AM			0	0	1	35	0	0	192	16	56	0	12	0
9:30 AM - 10:30 AM			0	0	61	35	0	0	338	18	59	0	12	0
10 AM - 11 AM			0	0	181	42	0	0	253	15	50	0	14	0
11 AM - 12 PM			0	0	54	43	0	0	9	10	34	0	15	0
12 PM - 1 PM			0	0	72	54	0	0	0	10	34	0	19	0
1 PM - 2 PM			0	0	0	48	0	0	77	14	46	0	18	0
2 PM - 3 PM			0	0	22	84	0	0	0	18	60	0	30	0
3 PM - 4 PM			0	0	0	52	0	0	0	9	29	0	18	0
4 PM - 5 PM			0	0	23	49	0	0	86	9	33	0	18	0
5 PM - 6 PM			0	0	24	58	0	0	1	9	29	0	21	0

Table 9: Access Scenario 2 Volume Development: Atlantic Boulevard / Arlington Toyota Driveway / Mindanao Drive

	Atlantic Boulevard **Eastbound**			Atlantic Boulevard **Westbound**			Mindanao Drive **Northbound**			Arlington Toyota Driveway **Southbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022 Existing Traffic												
7 AM - 8 AM	35	1724	34	20	2664	12	57	8	45	4	1	12
8 AM - 9 AM	51	1880	42	26	2126	13	51	15	69	9	2	22
9 AM - 10 AM	45	1421	34	21	1843	15	41	8	41	22	4	38
9:30 AM - 10:30 AM	48	1418	43	25	1718	15	37	5	38	24	5	44
10 AM - 11 AM	31	1397	48	20	1533	7	38	5	33	15	3	42
11 AM - 12 PM	38	1415	49	18	1581	14	47	6	29	30	4	38
12 PM - 1 PM	39	1702	75	17	1595	7	50	3	43	28	4	35
1 PM - 2 PM	57	1588	73	44	1650	18	48	11	41	18	3	37
2 PM - 3 PM	38	2033	64	31	1882	15	70	7	54	30	6	50
3 PM - 4 PM	46	2501	90	51	2149	10	49	6	66	30	3	46
4 PM - 5 PM	45	2479	122	55	2305	17	73	7	60	24	13	65
5 PM - 6 PM	38	2555	98	49	2094	9	59	5	64	35	5	75
PSCF	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***
2022 Peak Season Traffic												
7 AM - 8 AM	36	1,776	35	21	2,744	12	59	8	46	4	1	12
8 AM - 9 AM	53	1,936	43	27	2,190	13	53	15	71	9	2	23
9 AM - 10 AM	46	1,464	35	22	1,898	15	42	8	42	23	4	39
9:30 AM - 10:30 AM	49	1,461	44	26	1,770	15	38	5	39	25	5	45
10 AM - 11 AM	32	1,439	49	21	1,579	7	39	5	34	15	3	43
11 AM - 12 PM	39	1,457	50	19	1,628	14	48	6	30	31	4	39
12 PM - 1 PM	40	1,753	77	18	1,643	7	52	3	44	29	4	36
1 PM - 2 PM	59	1,636	75	45	1,700	19	49	11	42	19	3	38
2 PM - 3 PM	39	2,094	66	32	1,938	15	72	7	56	31	6	52
3 PM - 4 PM	47	2,576	93	53	2,213	10	50	6	68	31	3	47
4 PM - 5 PM	46	2,553	126	57	2,374	18	75	7	62	25	13	67
5 PM - 6 PM	39	2,632	101	50	2,157	9	61	5	66	36	5	77
Annual growth rate Background Growth (2022 to 2025)		3.80%			3.80%							
7 AM - 8 AM	0	202	0	0	313	0	0	0	0	0	0	0
8 AM - 9 AM	0	221	0	0	250	0	0	0	0	0	0	0
9 AM - 10 AM	0	167	0	0	216	0	0	0	0	0	0	0
9:30 AM - 10:30 AM	0	167	0	0	202	0	0	0	0	0	0	0
10 AM - 11 AM	0	164	0	0	180	0	0	0	0	0	0	0
11 AM - 12 PM	0	166	0	0	186	0	0	0	0	0	0	0
12 PM - 1 PM	0	200	0	0	187	0	0	0	0	0	0	0
1 PM - 2 PM	0	187	0	0	194	0	0	0	0	0	0	0
2 PM - 3 PM	0	239	0	0	221	0	0	0	0	0	0	0
3 PM - 4 PM	0	294	0	0	252	0	0	0	0	0	0	0
4 PM - 5 PM	0	291	0	0	271	0	0	0	0	0	0	0
5 PM - 6 PM	0	300	0	0	246	0	0	0	0	0	0	0
2025 Background Traffic												
7 AM - 8 AM	36	1,978	35	21	3,057	12	59	8	46	4	1	12
8 AM - 9 AM	53	2,157	43	27	2,440	13	53	15	71	9	2	23
9 AM - 10 AM	46	1,631	35	22	2,114	15	42	8	42	23	4	39
9:30 AM - 10:30 AM	49	1,628	44	26	1,972	15	38	5	39	25	5	45
10 AM - 11 AM	32	1,603	49	21	1,759	7	39	5	34	15	3	43
11 AM - 12 PM	39	1,623	50	19	1,814	14	48	6	30	31	4	39
12 PM - 1 PM	40	1,953	77	18	1,830	7	52	3	44	29	4	36
1 PM - 2 PM	59	1,823	75	45	1,894	19	49	11	42	19	3	38
2 PM - 3 PM	39	2,333	66	32	2,159	15	72	7	56	31	6	52
3 PM - 4 PM	47	2,870	93	53	2,465	10	50	6	68	31	3	47
4 PM - 5 PM	46	2,844	126	57	2,645	18	75	7	62	25	13	67
5 PM - 6 PM	39	2,932	101	50	2,403	9	61	5	66	36	5	77
Traffic Reassignment												
7 AM - 8 AM	-36	36	0	-21	59	0	-59	-8	0	-4	-1	0
8 AM - 9 AM	-53	53	0	-27	53	0	-53	-15	0	-9	-2	0
9 AM - 10 AM	-46	46	0	-22	42	0	-42	-8	0	-23	-4	0
9:30 AM - 10:30 AM	-49	49	0	-26	38	0	-38	-5	0	-25	-5	0
10 AM - 11 AM	-32	32	0	-21	38	0	-39	-5	0	-15	-3	0
11 AM - 12 PM	-39	39	0	-19	39	0	-48	-6	0	-31	-4	0
12 PM - 1 PM	-40	40	0	-18	48	0	-52	-3	0	-29	-4	0
1 PM - 2 PM	-59	59	0	-45	52	0	-49	-11	0	-19	-3	0
2 PM - 3 PM	-39	39	0	-32	49	0	-72	-7	0	-31	-6	0
3 PM - 4 PM	-47	47	0	-53	72	0	-50	-6	0	-31	-3	0
4 PM - 5 PM	-46	46	0	-57	50	0	-75	-7	0	-25	-13	0
5 PM - 6 PM	-39	39	0	-50	75	0	-61	-5	0	-36	-5	0
Project Traffic Volumes												
Inbound Assignment		75%										
Outbound Assignment					75%							

	Total Project Trips		Project Turning Movement Volumes Per Hour (= Assignment X Total Project Trips)									
	Inbound	Outbound										
7 AM - 8 AM	1	2	1			2						
8 AM - 9 AM	1	0	1			0						
9 AM - 10 AM	202	2	152			2						
9:30 AM - 10:30 AM	356	122	267			92						
10 AM - 11 AM	266	361	200			271						
11 AM - 12 PM	9	107	7			80						
12 PM - 1 PM	0	143	0			107						
1 PM - 2 PM	81	0	61			0						
2 PM - 3 PM	0	43	0			32						
3 PM - 4 PM	0	0	0			0						
4 PM - 5 PM	91	45	68			34						
5 PM - 6 PM	1	47	1			35						
2025 Total Volume												
7 AM - 8 AM			0	2,015	35	0	3,118	12	0	0	46	0	0	12
8 AM - 9 AM			0	2,211	43	0	2,493	13	0	0	71	0	0	23
9 AM - 10 AM			0	1,829	35	0	2,158	15	0	0	42	0	0	39
9:30 AM - 10:30 AM			0	1,944	44	0	2,102	15	0	0	39	0	0	45
10 AM - 11 AM			0	1,835	49	0	2,068	7	0	0	34	0	0	43
11 AM - 12 PM			0	1,669	50	0	1,933	14	0	0	30	0	0	39
12 PM - 1 PM			0	1,993	77	0	1,985	7	0	0	44	0	0	36
1 PM - 2 PM			0	1,943	75	0	1,946	19	0	0	42	0	0	38
2 PM - 3 PM			0	2,372	66	0	2,240	15	0	0	56	0	0	52
3 PM - 4 PM			0	2,917	93	0	2,537	10	0	0	68	0	0	47
4 PM - 5 PM			0	2,958	126	0	2,729	18	0	0	62	0	0	67
5 PM - 6 PM			0	2,972	101	0	2,513	9	0	0	66	0	0	77

Table 10: Access Scenario 2 Volume Development: Atlantic Boulevard / General Doolittle Drive /Sandalwood Boulevard

	Atlantic Boulevard **Eastbound**			Atlantic Boulevard **Westbound**			Sandalwood Boulevard **Northbound**			General Doolittle Drive **Southbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022 Existing Traffic												
7 AM - 8 AM	0	1676	0	0	2586	22	0	0	38	0	0	0
8 AM - 9 AM	0	1965	6	0	2137	31	0	0	50	0	0	4
9 AM - 10 AM	0	1474	5	0	1825	27	0	0	31	0	0	8
9:30 AM - 10:30 AM	0	1482	1	0	1721	34	0	0	24	0	0	11
10 AM - 11 AM	0	1441	3	0	1540	32	0	0	21	0	0	10
11 AM - 12 PM	0	1470	5	0	1576	23	0	0	27	0	0	12
12 PM - 1 PM	0	1770	4	0	1585	29	0	0	29	0	0	20
1 PM - 2 PM	0	1658	3	0	1677	30	0	0	37	0	0	19
2 PM - 3 PM	0	2063	7	0	1888	30	0	0	37	0	0	14
3 PM - 4 PM	0	2618	6	0	2080	26	0	0	40	0	0	28
4 PM - 5 PM	0	2689	5	0	2208	13	0	0	41	0	0	25
5 PM - 6 PM	0	2662	7	0	2071	25	0	0	44	0	0	31
PSCF	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***
2022 Peak Season Traffic												
7 AM - 8 AM	0	1,726	0	0	2,664	23	0	0	39	0	0	0
8 AM - 9 AM	0	2,024	6	0	2,201	32	0	0	52	0	0	4
9 AM - 10 AM	0	1,518	5	0	1,880	28	0	0	32	0	0	8
9:30 AM - 10:30 AM	0	1,526	1	0	1,773	35	0	0	25	0	0	11
10 AM - 11 AM	0	1,484	3	0	1,586	33	0	0	22	0	0	10
11 AM - 12 PM	0	1,514	5	0	1,623	24	0	0	28	0	0	12
12 PM - 1 PM	0	1,823	4	0	1,633	30	0	0	30	0	0	21
1 PM - 2 PM	0	1,708	3	0	1,727	31	0	0	38	0	0	20
2 PM - 3 PM	0	2,125	7	0	1,945	31	0	0	38	0	0	14
3 PM - 4 PM	0	2,697	6	0	2,142	27	0	0	41	0	0	29
4 PM - 5 PM	0	2,770	5	0	2,274	13	0	0	42	0	0	26
5 PM - 6 PM	0	2,742	7	0	2,133	26	0	0	45	0	0	32
Annual growth rate		3.80%			3.80%							
Background Growth (2022 to 2025)												
7 AM - 8 AM	0	197	0	0	304	0	0	0	0	0	0	0
8 AM - 9 AM	0	231	0	0	251	0	0	0	0	0	0	0
9 AM - 10 AM	0	173	0	0	214	0	0	0	0	0	0	0
9:30 AM - 10:30 AM	0	174	0	0	202	0	0	0	0	0	0	0
10 AM - 11 AM	0	169	0	0	181	0	0	0	0	0	0	0
11 AM - 12 PM	0	173	0	0	185	0	0	0	0	0	0	0
12 PM - 1 PM	0	208	0	0	186	0	0	0	0	0	0	0
1 PM - 2 PM	0	195	0	0	197	0	0	0	0	0	0	0
2 PM - 3 PM	0	242	0	0	222	0	0	0	0	0	0	0
3 PM - 4 PM	0	307	0	0	244	0	0	0	0	0	0	0
4 PM - 5 PM	0	316	0	0	259	0	0	0	0	0	0	0
5 PM - 6 PM	0	313	0	0	243	0	0	0	0	0	0	0
2025 Background Traffic												
7 AM - 8 AM	0	1,923	0	0	2,968	23	0	0	39	0	0	0
8 AM - 9 AM	0	2,255	6	0	2,452	32	0	0	52	0	0	4
9 AM - 10 AM	0	1,691	5	0	2,094	28	0	0	32	0	0	8
9:30 AM - 10:30 AM	0	1,700	1	0	1,975	35	0	0	25	0	0	11
10 AM - 11 AM	0	1,653	3	0	1,767	33	0	0	22	0	0	10
11 AM - 12 PM	0	1,687	5	0	1,808	24	0	0	28	0	0	12
12 PM - 1 PM	0	2,031	4	0	1,819	30	0	0	30	0	0	21
1 PM - 2 PM	0	1,903	3	0	1,924	31	0	0	38	0	0	20
2 PM - 3 PM	0	2,367	7	0	2,167	31	0	0	38	0	0	14
3 PM - 4 PM	0	3,004	6	0	2,386	27	0	0	41	0	0	29
4 PM - 5 PM	0	3,086	5	0	2,533	13	0	0	42	0	0	26
5 PM - 6 PM	0	3,055	7	0	2,376	26	0	0	45	0	0	32
Traffic Reassignment												
7 AM - 8 AM	36	-4	0	119	-22	0	60	8	0	4	1	0
8 AM - 9 AM	53	-9	0	96	-28	0	54	15	0	9	2	0
9 AM - 10 AM	46	-23	0	93	-22	0	42	8	0	23	4	0
9:30 AM - 10:30 AM	49	-25	0	85	-26	0	38	5	0	25	5	0
10 AM - 11 AM	32	-15	0	78	-22	0	40	5	0	15	3	0
11 AM - 12 PM	39	-31	0	88	-20	0	49	6	0	31	4	0
12 PM - 1 PM	40	-29	0	82	-21	0	55	3	0	29	4	0
1 PM - 2 PM	59	-19	0	128	-45	0	49	11	0	19	3	0
2 PM - 3 PM	39	-31	0	108	-32	0	72	7	0	31	6	0
3 PM - 4 PM	47	-31	0	152	-54	0	51	6	0	31	3	0
4 PM - 5 PM	46	-25	0	139	-57	0	75	7	0	25	13	0
5 PM - 6 PM	39	-36	0	144	-50	0	61	5	0	36	5	0
Project Traffic Volumes												
Inbound Assignment	75%	0%				5%						
Outbound Assignment										5%		75%
	Total Project Trips		Project Turning Movement Volumes Per Hour (= Assignment X Total Project Trips)									
	Inbound	Outbound										
7 AM - 8 AM	1	2	1	0		0				0		2
8 AM - 9 AM	1	0	1	0		0				0		0
9 AM - 10 AM	202	2	152	0		10				0		2
9:30 AM - 10:30 AM	356	122	267	0		18				6		92
10 AM - 11 AM	266	361	200	0		13				18		271
11 AM - 12 PM	9	107	7	0		0				5		80
12 PM - 1 PM	0	143	0	0		0				7		107
1 PM - 2 PM	81	0	61	0		4				0		0
2 PM - 3 PM	0	43	0	0		0				2		32
3 PM - 4 PM	0	0	0	0		0				0		0
4 PM - 5 PM	91	45	68	0		5				2		34
5 PM - 6 PM	1	47	1	0		0				2		35
2025 Total Volume												
7 AM - 8 AM			37	1,919	0	119	2,946	23	60	8	39	4	1	2
8 AM - 9 AM			54	2,246	6	96	2,424	32	54	15	52	9	2	4
9 AM - 10 AM			198	1,668	5	93	2,072	38	42	8	32	23	4	10
9:30 AM - 10:30 AM			316	1,675	1	85	1,949	53	38	5	25	31	5	103
10 AM - 11 AM			232	1,638	3	78	1,745	46	40	5	22	33	3	281
11 AM - 12 PM			46	1,656	5	88	1,788	24	49	6	28	36	4	92
12 PM - 1 PM			40	2,002	4	82	1,798	30	55	3	30	36	4	128
1 PM - 2 PM			120	1,884	3	128	1,879	35	49	11	38	19	3	20
2 PM - 3 PM			39	2,336	7	108	2,135	31	72	7	38	33	6	46
3 PM - 4 PM			47	2,973	6	152	2,332	27	51	6	41	31	3	29
4 PM - 5 PM			114	3,061	5	139	2,476	18	75	7	42	27	13	60
5 PM - 6 PM			40	3,019	7	144	2,326	26	61	5	45	38	5	67

Table 11: Access Scenario 2 Volume Development: General Doolittle Drive / Arlington Toyota Driveways

	Toyota Dealership Driveway **Eastbound**			Toyota Lot Driveway **Westbound**			General Doolittle Drive **Northbound**			General Doolittle Drive **Southbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022 Existing Traffic												
7 AM - 8 AM	21	0	1	0	0	2	10	12	0	2	1	1
8 AM - 9 AM	15	4	2	0	4	0	10	23	1	0	4	3
9 AM - 10 AM	17	3	2	0	2	1	12	15	1	1	7	3
9:30 AM - 10:30 AM	18	2	2	0	0	1	9	24	1	4	11	3
10 AM - 11 AM	13	2	2	0	1	2	11	21	1	3	11	1
11 AM - 12 PM	10	4	3	2	7	5	5	12	2	5	9	9
12 PM - 1 PM	17	5	1	2	7	3	6	21	2	6	15	13
1 PM - 2 PM	22	4	7	1	4	4	17	18	1	4	11	13
2 PM - 3 PM	19	2	2	3	3	0	12	15	0	7	8	9
3 PM - 4 PM	17	3	5	1	2	2	11	15	0	9	16	14
4 PM - 5 PM	16	3	4	5	2	4	6	7	0	4	12	7
5 PM - 6 PM	11	6	8	6	3	1	14	8	1	1	19	18
PSCF	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***
2022 Peak Season Traffic												
7 AM - 8 AM	22	0	1	0	0	2	10	12	0	2	1	1
8 AM - 9 AM	15	4	2	0	4	0	10	24	1	0	4	3
9 AM - 10 AM	18	3	2	0	2	1	12	15	1	1	7	3
9:30 AM - 10:30 AM	19	2	2	0	0	1	9	25	1	4	11	3
10 AM - 11 AM	13	2	2	0	1	2	11	22	1	3	11	1
11 AM - 12 PM	10	4	3	2	7	5	5	12	2	5	9	9
12 PM - 1 PM	18	5	1	2	7	3	6	22	2	6	15	13
1 PM - 2 PM	23	4	7	1	4	4	18	19	1	4	11	13
2 PM - 3 PM	20	2	2	3	3	0	12	15	0	7	8	9
3 PM - 4 PM	18	3	5	1	2	2	11	15	0	9	16	14
4 PM - 5 PM	16	3	4	5	2	4	6	7	0	4	12	7
5 PM - 6 PM	11	6	8	6	3	1	14	8	1	1	20	19
Annual growth rate Background Growth (2022 to 2025)												
7 AM - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0
8 AM - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0
9 AM - 10 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
10 AM - 11 AM	0	0	0	0	0	0	0	0	0	0	0	0
11 AM - 12 PM	0	0	0	0	0	0	0	0	0	0	0	0
12 PM - 1 PM	0	0	0	0	0	0	0	0	0	0	0	0
1 PM - 2 PM	0	0	0	0	0	0	0	0	0	0	0	0
2 PM - 3 PM	0	0	0	0	0	0	0	0	0	0	0	0
3 PM - 4 PM	0	0	0	0	0	0	0	0	0	0	0	0
4 PM - 5 PM	0	0	0	0	0	0	0	0	0	0	0	0
5 PM - 6 PM	0	0	0	0	0	0	0	0	0	0	0	0
2025 Background Traffic												
7 AM - 8 AM	22	0	1	0	0	2	10	12	0	2	1	1
8 AM - 9 AM	15	4	2	0	4	0	10	24	1	0	4	3
9 AM - 10 AM	18	3	2	0	2	1	12	15	1	1	7	3
9:30 AM - 10:30 AM	19	2	2	0	0	1	9	25	1	4	11	3
10 AM - 11 AM	13	2	2	0	1	2	11	22	1	3	11	1
11 AM - 12 PM	10	4	3	2	7	5	5	12	2	5	9	9
12 PM - 1 PM	18	5	1	2	7	3	6	22	2	6	15	13
1 PM - 2 PM	23	4	7	1	4	4	18	19	1	4	11	13
2 PM - 3 PM	20	2	2	3	3	0	12	15	0	7	8	9
3 PM - 4 PM	18	3	5	1	2	2	11	15	0	9	16	14
4 PM - 5 PM	16	3	4	5	2	4	6	7	0	4	12	7
5 PM - 6 PM	11	6	8	6	3	1	14	8	1	1	20	19
Traffic Reassignment												
7 AM - 8 AM	0	0	5	0	0	0	44	0	0	0	1	-1
8 AM - 9 AM	0	0	11	3	-3	0	68	0	0	0	2	-2
9 AM - 10 AM	0	0	27	2	-2	0	54	0	0	0	2	-2
9:30 AM - 10:30 AM	0	0	30	0	0	0	54	0	0	0	2	-2
10 AM - 11 AM	0	0	18	1	-1	0	37	0	0	0	1	-1
11 AM - 12 PM	0	0	35	5	-5	0	45	0	0	0	7	-7
12 PM - 1 PM	0	0	33	5	-5	0	43	0	0	0	10	-10
1 PM - 2 PM	0	0	22	3	-3	0	70	0	0	0	10	-10
2 PM - 3 PM	0	0	37	2	-2	0	46	0	0	0	7	-7
3 PM - 4 PM	0	0	34	2	-2	0	53	0	0	0	11	-11
4 PM - 5 PM	0	0	38	2	-2	0	53	0	0	0	5	-5
5 PM - 6 PM	0	0	41	2	-2	0	44	0	0	0	14	-14
Project Traffic Volumes												
Inbound Assignment								80%				
Outbound Assignment											80%	
	Total Project Trips		Project Turning Movement Volumes Per Hour (= Assignment X Total Project Trips)									
	Inbound	Outbound										
7 AM - 8 AM	1	2						1			2	
8 AM - 9 AM	1	0						1			0	
9 AM - 10 AM	202	2						162			2	
9:30 AM - 10:30 AM	356	122						285			98	
10 AM - 11 AM	266	361						213			289	
11 AM - 12 PM	9	107						7			86	
12 PM - 1 PM	0	143						0			114	
1 PM - 2 PM	81	0						65			0	
2 PM - 3 PM	0	43						0			34	
3 PM - 4 PM	0	0						0			0	
4 PM - 5 PM	91	45						73			36	
5 PM - 6 PM	1	47						1			38	
2025 Total Volume												
7 AM - 8 AM			22	0	6	0	0	2	54	13	0	2	4	0
8 AM - 9 AM			15	4	13	3	1	0	78	25	1	0	6	1
9 AM - 10 AM			18	3	29	2	0	1	66	177	1	1	11	1
9:30 AM - 10:30 AM			19	2	32	0	0	1	63	310	1	4	111	1
10 AM - 11 AM			13	2	20	1	0	2	48	235	1	3	301	0
11 AM - 12 PM			10	4	38	7	2	5	50	19	2	5	102	2
12 PM - 1 PM			18	5	34	7	2	3	49	22	2	6	139	3
1 PM - 2 PM			23	4	29	4	1	4	88	84	1	4	21	3
2 PM - 3 PM			20	2	39	5	1	0	58	15	0	7	49	2
3 PM - 4 PM			18	3	39	3	0	2	64	15	0	9	27	3
4 PM - 5 PM			16	3	42	7	0	4	59	80	0	4	53	2
5 PM - 6 PM			11	6	49	8	1	1	58	9	1	1	72	5

Table 12: Access Scenario 2 Volume Development: Atlantic Boulevard / Existing George Moore Driveway / Hawaii Drive

	Atlantic Boulevard **Eastbound**			Atlantic Boulevard **Westbound**			Hawaii Drive East **Northbound**			Existing George Moore Chevy **Southbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022 Existing Traffic												
7 AM - 8 AM	26	1793	6	93	2686	7	1	0	17	1	1	2
8 AM - 9 AM	41	1973	6	65	2194	10	1	0	22	2	0	8
9 AM - 10 AM	32	1472	2	64	1878	13	0	0	12	4	1	7
9:30 AM - 10:30 AM	38	1464	2	50	1767	9	0	0	9	6	1	12
10 AM - 11 AM	40	1416	3	48	1572	6	1	0	8	7	1	19
11 AM - 12 PM	25	1499	5	63	1602	8	1	0	18	4	0	19
12 PM - 1 PM	39	1772	4	56	1617	8	3	0	9	6	0	19
1 PM - 2 PM	35	1654	7	74	1700	13	0	0	26	6	1	15
2 PM - 3 PM	24	2135	6	73	1937	7	0	0	18	1	0	13
3 PM - 4 PM	22	2633	6	91	2148	4	1	1	18	5	0	17
4 PM - 5 PM	19	2710	4	80	2254	7	0	0	28	0	0	34
5 PM - 6 PM	19	2689	7	89	2133	7	0	0	21	2	0	26
PSCF	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***
2022 Peak Season Traffic												
7 AM - 8 AM	27	1,847	6	96	2,767	7	1	0	18	1	1	2
8 AM - 9 AM	42	2,032	6	67	2,260	10	1	0	23	2	0	8
9 AM - 10 AM	33	1,516	2	66	1,934	13	0	0	12	4	1	7
9:30 AM - 10:30 AM	39	1,508	2	52	1,820	9	0	0	9	6	1	12
10 AM - 11 AM	41	1,458	3	49	1,619	6	1	0	8	7	1	20
11 AM - 12 PM	26	1,544	5	65	1,650	8	1	0	19	4	0	20
12 PM - 1 PM	40	1,825	4	58	1,666	8	3	0	9	6	0	20
1 PM - 2 PM	36	1,704	7	76	1,751	13	0	0	27	6	1	15
2 PM - 3 PM	25	2,199	6	75	1,995	7	0	0	19	1	0	13
3 PM - 4 PM	23	2,712	6	94	2,212	4	1	1	19	5	0	18
4 PM - 5 PM	20	2,791	4	82	2,322	7	0	0	29	0	0	35
5 PM - 6 PM	20	2,770	7	92	2,197	7	0	0	22	2	0	27
Annual growth rate		3.80%			3.80%							
Background Growth (2022 to 2025)												
7 AM - 8 AM	0	211	0	0	315	0	0	0	0	0	0	0
8 AM - 9 AM	0	232	0	0	258	0	0	0	0	0	0	0
9 AM - 10 AM	0	173	0	0	220	0	0	0	0	0	0	0
9:30 AM - 10:30 AM	0	172	0	0	207	0	0	0	0	0	0	0
10 AM - 11 AM	0	166	0	0	185	0	0	0	0	0	0	0
11 AM - 12 PM	0	176	0	0	188	0	0	0	0	0	0	0
12 PM - 1 PM	0	208	0	0	190	0	0	0	0	0	0	0
1 PM - 2 PM	0	194	0	0	200	0	0	0	0	0	0	0
2 PM - 3 PM	0	251	0	0	227	0	0	0	0	0	0	0
3 PM - 4 PM	0	309	0	0	252	0	0	0	0	0	0	0
4 PM - 5 PM	0	318	0	0	265	0	0	0	0	0	0	0
5 PM - 6 PM	0	316	0	0	250	0	0	0	0	0	0	0
2025 Background Traffic												
7 AM - 8 AM	27	2,058	6	96	3,082	7	1	0	18	1	1	2
8 AM - 9 AM	42	2,264	6	67	2,518	10	1	0	23	2	0	8
9 AM - 10 AM	33	1,689	2	66	2,154	13	0	0	12	4	1	7
9:30 AM - 10:30 AM	39	1,680	2	52	2,027	9	0	0	9	6	1	12
10 AM - 11 AM	41	1,624	3	49	1,804	6	1	0	8	7	1	20
11 AM - 12 PM	26	1,720	5	65	1,838	8	1	0	19	4	0	20
12 PM - 1 PM	40	2,033	4	58	1,856	8	3	0	9	6	0	20
1 PM - 2 PM	36	1,898	7	76	1,951	13	0	0	27	6	1	15
2 PM - 3 PM	25	2,450	6	75	2,222	7	0	0	19	1	0	13
3 PM - 4 PM	23	3,021	6	94	2,464	4	1	1	19	5	0	18
4 PM - 5 PM	20	3,109	4	82	2,587	7	0	0	29	0	0	35
5 PM - 6 PM	20	3,086	7	92	2,447	7	0	0	22	2	0	27
Traffic Reassignment												
7 AM - 8 AM	-27	97	0	-96	100	-7	-1	0	0	-1	-1	-2
8 AM - 9 AM	-42	69	0	-67	77	-10	-1	0	0	-2	0	-8
9 AM - 10 AM	-33	70	0	-66	78	-13	0	0	0	-4	-1	-7
9:30 AM - 10:30 AM	-39	58	0	-52	71	-9	0	0	0	-6	-1	-12
10 AM - 11 AM	-41	56	0	-49	77	-6	-1	0	0	-7	-1	-20
11 AM - 12 PM	-26	69	0	-65	89	-8	-1	0	0	-4	0	-20
12 PM - 1 PM	-40	64	0	-58	84	-8	-3	0	0	-6	0	-20
1 PM - 2 PM	-36	82	0	-76	98	-13	0	0	0	-6	-1	-15
2 PM - 3 PM	-25	76	0	-75	89	-7	0	0	0	-1	0	-13
3 PM - 4 PM	-23	99	0	-94	117	-4	-1	-1	1	-5	0	-18
4 PM - 5 PM	-20	82	0	-82	117	-7	0	0	0	0	0	-35
5 PM - 6 PM	-20	94	0	-92	121	-7	0	0	0	-2	0	-27
Project Traffic Volumes												
Inbound Assignment					5%							
Outbound Assignment		5%										

	Total Project Trips		Project Turning Movement Volumes Per Hour (= Assignment X Total Project Trips)									
	Inbound	Outbound										
7 AM - 8 AM	1	2	0		0							
8 AM - 9 AM	1	0	0		0							
9 AM - 10 AM	202	2	0		10							
9:30 AM - 10:30 AM	356	122	6		18							
10 AM - 11 AM	266	361	18		13							
11 AM - 12 PM	9	107	5		0							
12 PM - 1 PM	0	143	7		0							
1 PM - 2 PM	81	0	0		4							
2 PM - 3 PM	0	43	2		0							
3 PM - 4 PM	0	0	0		0							
4 PM - 5 PM	91	45	2		5							
5 PM - 6 PM	1	47	2		0							
2025 Total Volume												
7 AM - 8 AM			0	2,155	6	0	3,182	0	0	0	18	0	0	0
8 AM - 9 AM			0	2,333	6	0	2,595	0	0	0	23	0	0	0
9 AM - 10 AM			0	1,759	2	0	2,242	0	0	0	12	0	0	0
9:30 AM - 10:30 AM			0	1,744	2	0	2,116	0	0	0	9	0	0	0
10 AM - 11 AM			0	1,698	3	0	1,894	0	0	0	8	0	0	0
11 AM - 12 PM			0	1,794	5	0	1,927	0	0	0	19	0	0	0
12 PM - 1 PM			0	2,104	4	0	1,940	0	0	0	9	0	0	0
1 PM - 2 PM			0	1,980	7	0	2,053	0	0	0	27	0	0	0
2 PM - 3 PM			0	2,528	6	0	2,311	0	0	0	19	0	0	0
3 PM - 4 PM			0	3,120	6	0	2,581	0	0	0	20	0	0	0
4 PM - 5 PM			0	3,193	4	0	2,709	0	0	0	29	0	0	0
5 PM - 6 PM			0	3,182	7	0	2,568	0	0	0	22	0	0	0

Table 13: Access Scenario 2 Volume Development: Atlantic Boulevard / New George Moore Chevrolet Driveway

	Atlantic Boulevard **Eastbound**			Atlantic Boulevard **Westbound**			**Northbound**			New George Moore Chevy **Southbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022 Existing Traffic												
7 AM - 8 AM	0	1811	0	0	2786	0				0	0	0
8 AM - 9 AM	0	1997	0	0	2269	0				0	0	0
9 AM - 10 AM	0	1488	0	0	1955	0				0	0	0
9:30 AM - 10:30 AM	0	1479	0	0	1826	0				0	0	0
10 AM - 11 AM	0	1431	0	0	1626	0				0	0	0
11 AM - 12 PM	0	1521	0	0	1673	0				0	0	0
12 PM - 1 PM	0	1787	0	0	1681	0				0	0	0
1 PM - 2 PM	0	1686	0	0	1787	0				0	0	0
2 PM - 3 PM	0	2154	0	0	2017	0				0	0	0
3 PM - 4 PM	0	2656	0	0	2243	0				0	0	0
4 PM - 5 PM	0	2738	0	0	2341	0				0	0	0
5 PM - 6 PM	0	2712	0	0	2229	0				0	0	0
PSCF	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***				***1.03***	***1.03***	***1.03***
2022 Peak Season Traffic												
7 AM - 8 AM	0	1,865	0	0	2,870	0				0	0	0
8 AM - 9 AM	0	2,057	0	0	2,337	0				0	0	0
9 AM - 10 AM	0	1,533	0	0	2,014	0				0	0	0
9:30 AM - 10:30 AM	0	1,523	0	0	1,881	0				0	0	0
10 AM - 11 AM	0	1,474	0	0	1,675	0				0	0	0
11 AM - 12 PM	0	1,567	0	0	1,723	0				0	0	0
12 PM - 1 PM	0	1,841	0	0	1,731	0				0	0	0
1 PM - 2 PM	0	1,737	0	0	1,841	0				0	0	0
2 PM - 3 PM	0	2,219	0	0	2,078	0				0	0	0
3 PM - 4 PM	0	2,736	0	0	2,310	0				0	0	0
4 PM - 5 PM	0	2,820	0	0	2,411	0				0	0	0
5 PM - 6 PM	0	2,793	0	0	2,296	0				0	0	0
Annual growth rate		3.80%			3.80%							
Background Growth (2022 to 2025)												
7 AM - 8 AM	0	213	0	0	327	0				0	0	0
8 AM - 9 AM	0	234	0	0	266	0				0	0	0
9 AM - 10 AM	0	175	0	0	230	0				0	0	0
9:30 AM - 10:30 AM	0	174	0	0	214	0				0	0	0
10 AM - 11 AM	0	168	0	0	191	0				0	0	0
11 AM - 12 PM	0	179	0	0	196	0				0	0	0
12 PM - 1 PM	0	210	0	0	197	0				0	0	0
1 PM - 2 PM	0	198	0	0	210	0				0	0	0
2 PM - 3 PM	0	253	0	0	237	0				0	0	0
3 PM - 4 PM	0	312	0	0	263	0				0	0	0
4 PM - 5 PM	0	321	0	0	275	0				0	0	0
5 PM - 6 PM	0	318	0	0	262	0				0	0	0
2025 Background Traffic												
7 AM - 8 AM	0	2,078	0	0	3,197	0				0	0	0
8 AM - 9 AM	0	2,291	0	0	2,603	0				0	0	0
9 AM - 10 AM	0	1,708	0	0	2,244	0				0	0	0
9:30 AM - 10:30 AM	0	1,697	0	0	2,095	0				0	0	0
10 AM - 11 AM	0	1,642	0	0	1,866	0				0	0	0
11 AM - 12 PM	0	1,746	0	0	1,919	0				0	0	0
12 PM - 1 PM	0	2,051	0	0	1,928	0				0	0	0
1 PM - 2 PM	0	1,935	0	0	2,051	0				0	0	0
2 PM - 3 PM	0	2,472	0	0	2,315	0				0	0	0
3 PM - 4 PM	0	3,048	0	0	2,573	0				0	0	0
4 PM - 5 PM	0	3,141	0	0	2,686	0				0	0	0
5 PM - 6 PM	0	3,111	0	0	2,558	0				0	0	0
Traffic Reassignment												
7 AM - 8 AM	27	0	0	0	-7	7				0	0	4
8 AM - 9 AM	42	0	0	0	-10	10				0	0	10
9 AM - 10 AM	33	0	0	0	-13	13				0	0	12
9:30 AM - 10:30 AM	39	0	0	0	-9	9				0	0	19
10 AM - 11 AM	41	0	0	0	-6	6				0	0	28
11 AM - 12 PM	26	0	0	0	-8	8				0	0	24
12 PM - 1 PM	40	0	0	0	-8	8				0	0	26
1 PM - 2 PM	36	0	0	0	-13	13				0	0	22
2 PM - 3 PM	25	0	0	0	-7	7				0	0	14
3 PM - 4 PM	24	0	0	0	-4	4				0	0	23
4 PM - 5 PM	20	0	0	0	-7	7				0	0	35
5 PM - 6 PM	20	0	0	0	-7	7				0	0	29
Project Traffic Volumes												
Inbound Assignment					5%							
Outbound Assignment		5%										

	Total Project Trips		Project Turning Movement Volumes Per Hour (= Assignment X Total Project Trips)								
	Inbound	Outbound									
7 AM - 8 AM	1	2	0		0				0		
8 AM - 9 AM	1	0	0		0				0		
9 AM - 10 AM	202	2	0		10				0		
9:30 AM - 10:30 AM	356	122	6		18				0		
10 AM - 11 AM	266	361	18		13				0		
11 AM - 12 PM	9	107	5		0				0		
12 PM - 1 PM	0	143	7		0				0		
1 PM - 2 PM	81	0	0		4				0		
2 PM - 3 PM	0	43	2		0				0		
3 PM - 4 PM	0	0	0		0				0		
4 PM - 5 PM	91	45	2		5				0		
5 PM - 6 PM	1	47	2		0				0		
2025 Total Volume											
7 AM - 8 AM			27	2,078	0	0	3,190	7		0	0	4
8 AM - 9 AM			42	2,291	0	0	2,593	10		0	0	10
9 AM - 10 AM			33	1,708	0	0	2,241	13		0	0	12
9:30 AM - 10:30 AM			39	1,703	0	0	2,104	9		0	0	19
10 AM - 11 AM			41	1,660	0	0	1,873	6		0	0	28
11 AM - 12 PM			26	1,751	0	0	1,911	8		0	0	24
12 PM - 1 PM			40	2,058	0	0	1,920	8		0	0	26
1 PM - 2 PM			36	1,935	0	0	2,042	13		0	0	22
2 PM - 3 PM			25	2,474	0	0	2,308	7		0	0	14
3 PM - 4 PM			24	3,048	0	0	2,569	4		0	0	23
4 PM - 5 PM			20	3,143	0	0	2,684	7		0	0	35
5 PM - 6 PM			20	3,113	0	0	2,551	7		0	0	29

Table 14: Access Scenario 2 Volume Development: Atlantic Boulevard / Duval Acura Driveway / Sutton Lakes Boulevard

	Atlantic Boulevard **Eastbound**			Atlantic Boulevard **Westbound**			Sutton Lakes Boulevard **Northbound**			Duval Acura Driveway **Southbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022 Existing Traffic												
7 AM - 8 AM	30	1639	57	41	2528	7	189	1	149	6	0	10
8 AM - 9 AM	47	1782	89	90	2068	3	127	1	150	11	1	20
9 AM - 10 AM	52	1312	52	71	1769	7	122	11	97	24	0	22
9:30 AM - 10:30 AM	57	1329	48	54	1641	6	94	11	77	14	0	32
10 AM - 11 AM	52	1295	45	61	1408	11	69	1	79	17	0	38
11 AM - 12 PM	35	1380	61	92	1463	8	71	0	84	18	2	37
12 PM - 1 PM	32	1608	76	104	1425	10	92	1	99	29	0	41
1 PM - 2 PM	48	1509	93	103	1628	10	68	1	97	25	1	38
2 PM - 3 PM	62	1839	110	116	1727	12	107	1	141	39	1	71
3 PM - 4 PM	30	2396	160	128	1989	6	81	1	135	25	2	40
4 PM - 5 PM	30	2456	193	181	2074	10	106	1	131	30	3	32
5 PM - 6 PM	33	2531	188	173	1959	4	99	0	148	26	1	49
PSCF	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***
2022 Peak Season Traffic												
7 AM - 8 AM	31	1,688	59	42	2,604	7	195	1	153	6	0	10
8 AM - 9 AM	48	1,835	92	93	2,130	3	131	1	155	11	1	21
9 AM - 10 AM	54	1,351	54	73	1,822	7	126	11	100	25	0	23
9:30 AM - 10:30 AM	59	1,369	49	56	1,690	6	97	11	79	14	0	33
10 AM - 11 AM	54	1,334	46	63	1,450	11	71	1	81	18	0	39
11 AM - 12 PM	36	1,421	63	95	1,507	8	73	0	87	19	2	38
12 PM - 1 PM	33	1,656	78	107	1,468	10	95	1	102	30	0	42
1 PM - 2 PM	49	1,554	96	106	1,677	10	70	1	100	26	1	39
2 PM - 3 PM	64	1,894	113	119	1,779	12	110	1	145	40	1	73
3 PM - 4 PM	31	2,468	165	132	2,049	6	83	1	139	26	2	41
4 PM - 5 PM	31	2,530	199	186	2,136	10	109	1	135	31	3	33
5 PM - 6 PM	34	2,607	194	178	2,018	4	102	0	152	27	1	50
Annual growth rate Background Growth (2022 to 2025)		3.80%			3.80%							
7 AM - 8 AM	0	192	0	0	297	0	0	0	0	0	0	0
8 AM - 9 AM	0	209	0	0	243	0	0	0	0	0	0	0
9 AM - 10 AM	0	154	0	0	208	0	0	0	0	0	0	0
9:30 AM - 10:30 AM	0	156	0	0	193	0	0	0	0	0	0	0
10 AM - 11 AM	0	152	0	0	165	0	0	0	0	0	0	0
11 AM - 12 PM	0	162	0	0	172	0	0	0	0	0	0	0
12 PM - 1 PM	0	189	0	0	167	0	0	0	0	0	0	0
1 PM - 2 PM	0	177	0	0	191	0	0	0	0	0	0	0
2 PM - 3 PM	0	216	0	0	203	0	0	0	0	0	0	0
3 PM - 4 PM	0	281	0	0	234	0	0	0	0	0	0	0
4 PM - 5 PM	0	288	0	0	244	0	0	0	0	0	0	0
5 PM - 6 PM	0	297	0	0	230	0	0	0	0	0	0	0
2025 Background Traffic												
7 AM - 8 AM	31	1,880	59	42	2,901	7	195	1	153	6	0	10
8 AM - 9 AM	48	2,044	92	93	2,373	3	131	1	155	11	1	21
9 AM - 10 AM	54	1,505	54	73	2,030	7	126	11	100	25	0	23
9:30 AM - 10:30 AM	59	1,525	49	56	1,883	6	97	11	79	14	0	33
10 AM - 11 AM	54	1,486	46	63	1,615	11	71	1	81	18	0	39
11 AM - 12 PM	36	1,583	63	95	1,679	8	73	0	87	19	2	38
12 PM - 1 PM	33	1,845	78	107	1,635	10	95	1	102	30	0	42
1 PM - 2 PM	49	1,731	96	106	1,868	10	70	1	100	26	1	39
2 PM - 3 PM	64	2,110	113	119	1,982	12	110	1	145	40	1	73
3 PM - 4 PM	31	2,749	165	132	2,283	6	83	1	139	26	2	41
4 PM - 5 PM	31	2,818	199	186	2,380	10	109	1	135	31	3	33
5 PM - 6 PM	34	2,904	194	178	2,248	4	102	0	152	27	1	50
Traffic Reassignment												
7 AM - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0
8 AM - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0
9 AM - 10 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
10 AM - 11 AM	0	0	0	0	0	0	0	0	0	0	0	0
11 AM - 12 PM	0	0	0	0	0	0	0	0	0	0	0	0
12 PM - 1 PM	0	0	0	0	0	0	0	0	0	0	0	0
1 PM - 2 PM	0	0	0	0	0	0	0	0	0	0	0	0
2 PM - 3 PM	0	0	0	0	0	0	0	0	0	0	0	0
3 PM - 4 PM	0	0	0	0	0	0	0	0	0	0	0	0
4 PM - 5 PM	0	0	0	0	0	0	0	0	0	0	0	0
5 PM - 6 PM	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic Volumes												
Inbound Assignment	0%				5%	20%						
Outbound Assignment		5%								20%		

	Total Project Trips		Project Turning Movement Volumes Per Hour (= Assignment X Total Project Trips)									
	Inbound	Outbound										
7 AM - 8 AM	1	2	0	0		0	0			0		
8 AM - 9 AM	1	0	0	0		0	0			0		
9 AM - 10 AM	202	2	0	0		10	40			0		
9:30 AM - 10:30 AM	356	122	0	6		18	71			24		
10 AM - 11 AM	266	361	0	18		13	53			72		
11 AM - 12 PM	9	107	0	5		0	2			21		
12 PM - 1 PM	0	143	0	7		0	0			29		
1 PM - 2 PM	81	0	0	0		4	16			0		
2 PM - 3 PM	0	43	0	2		0	0			9		
3 PM - 4 PM	0	0	0	0		0	0			0		
4 PM - 5 PM	91	45	0	2		5	18			9		
5 PM - 6 PM	1	47	0	2		0	0			9		
2025 Total Volume												
7 AM - 8 AM			31	1,880	59	42	2,901	7	195	1	153	6	0	10
8 AM - 9 AM			48	2,044	92	93	2,373	3	131	1	155	11	1	21
9 AM - 10 AM			54	1,505	54	73	2,040	47	126	11	100	25	0	23
9:30 AM - 10:30 AM			59	1,531	49	56	1,901	77	97	11	79	38	0	33
10 AM - 11 AM			54	1,504	46	63	1,628	64	71	1	81	90	0	39
11 AM - 12 PM			36	1,588	63	95	1,679	10	73	0	87	40	2	38
12 PM - 1 PM			33	1,852	78	107	1,635	10	95	1	102	59	0	42
1 PM - 2 PM			49	1,731	96	106	1,872	26	70	1	100	26	1	39
2 PM - 3 PM			64	2,112	113	119	1,982	12	110	1	145	49	1	73
3 PM - 4 PM			31	2,749	165	132	2,283	6	83	1	139	26	2	41
4 PM - 5 PM			31	2,820	199	186	2,385	28	109	1	135	40	3	33
5 PM - 6 PM			34	2,906	194	178	2,248	4	102	0	152	36	1	50

Table 15: Access Scenario 2 Volume Development: Internal Duval Acura Intersection

Description	Internal E-W Road Eastbound			Internal E-W Road Westbound			Duval Acura Driveway Northbound			Duval Acura Driveway Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2022 Existing Traffic												
7 AM - 8 AM	0	0	0	12	0	0	0	9	29	0	4	0
8 AM - 9 AM	0	0	0	24	0	0	0	12	39	0	8	0
9 AM - 10 AM	0	0	0	34	0	0	0	16	54	0	12	0
9:30 AM - 10:30 AM	0	0	0	34	0	0	0	17	57	0	12	0
10 AM - 11 AM	0	0	0	41	0	0	0	15	49	0	14	0
11 AM - 12 PM	0	0	0	42	0	0	0	10	33	0	15	0
12 PM - 1 PM	0	0	0	52	0	0	0	10	33	0	18	0
1 PM - 2 PM	0	0	0	47	0	0	0	14	45	0	17	0
2 PM - 3 PM	0	0	0	82	0	0	0	17	58	0	29	0
3 PM - 4 PM	0	0	0	50	0	0	0	9	28	0	17	0
4 PM - 5 PM	0	0	0	48	0	0	0	9	32	0	17	0
5 PM - 6 PM	0	0	0	56	0	0	0	9	28	0	20	0
PSCF	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***	***1.03***
2022 Peak Season Traffic												
7 AM - 8 AM	0	0	0	12	0	0	0	9	30	0	4	0
8 AM - 9 AM	0	0	0	25	0	0	0	12	40	0	8	0
9 AM - 10 AM	0	0	0	35	0	0	0	16	56	0	12	0
9:30 AM - 10:30 AM	0	0	0	35	0	0	0	18	59	0	12	0
10 AM - 11 AM	0	0	0	42	0	0	0	15	50	0	14	0
11 AM - 12 PM	0	0	0	43	0	0	0	10	34	0	15	0
12 PM - 1 PM	0	0	0	54	0	0	0	10	34	0	19	0
1 PM - 2 PM	0	0	0	48	0	0	0	14	46	0	18	0
2 PM - 3 PM	0	0	0	84	0	0	0	18	60	0	30	0
3 PM - 4 PM	0	0	0	52	0	0	0	9	29	0	18	0
4 PM - 5 PM	0	0	0	49	0	0	0	9	33	0	18	0
5 PM - 6 PM	0	0	0	58	0	0	0	9	29	0	21	0
Annual growth rate Background Growth (2022 to 2025)												
7 AM - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0
8 AM - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0
9 AM - 10 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
10 AM - 11 AM	0	0	0	0	0	0	0	0	0	0	0	0
11 AM - 12 PM	0	0	0	0	0	0	0	0	0	0	0	0
12 PM - 1 PM	0	0	0	0	0	0	0	0	0	0	0	0
1 PM - 2 PM	0	0	0	0	0	0	0	0	0	0	0	0
2 PM - 3 PM	0	0	0	0	0	0	0	0	0	0	0	0
3 PM - 4 PM	0	0	0	0	0	0	0	0	0	0	0	0
4 PM - 5 PM	0	0	0	0	0	0	0	0	0	0	0	0
5 PM - 6 PM	0	0	0	0	0	0	0	0	0	0	0	0
2025 Background Traffic												
7 AM - 8 AM	0	0	0	12	0	0	0	9	30	0	4	0
8 AM - 9 AM	0	0	0	25	0	0	0	12	40	0	8	0
9 AM - 10 AM	0	0	0	35	0	0	0	16	56	0	12	0
9:30 AM - 10:30 AM	0	0	0	35	0	0	0	18	59	0	12	0
10 AM - 11 AM	0	0	0	42	0	0	0	15	50	0	14	0
11 AM - 12 PM	0	0	0	43	0	0	0	10	34	0	15	0
12 PM - 1 PM	0	0	0	54	0	0	0	10	34	0	19	0
1 PM - 2 PM	0	0	0	48	0	0	0	14	46	0	18	0
2 PM - 3 PM	0	0	0	84	0	0	0	18	60	0	30	0
3 PM - 4 PM	0	0	0	52	0	0	0	9	29	0	18	0
4 PM - 5 PM	0	0	0	49	0	0	0	9	33	0	18	0
5 PM - 6 PM	0	0	0	58	0	0	0	9	29	0	21	0
Traffic Reassignment												
7 AM - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0
8 AM - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0
9 AM - 10 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
10 AM - 11 AM	0	0	0	0	0	0	0	0	0	0	0	0
11 AM - 12 PM	0	0	0	0	0	0	0	0	0	0	0	0
12 PM - 1 PM	0	0	0	0	0	0	0	0	0	0	0	0
1 PM - 2 PM	0	0	0	0	0	0	0	0	0	0	0	0
2 PM - 3 PM	0	0	0	0	0	0	0	0	0	0	0	0
3 PM - 4 PM	0	0	0	0	0	0	0	0	0	0	0	0
4 PM - 5 PM	0	0	0	0	0	0	0	0	0	0	0	0
5 PM - 6 PM	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic Volumes												
Inbound Assignment							20%					
Outbound Assignment			20%									

	Total Project Trips		Project Turning Movement Volumes Per Hour (= Assignment X Total Project Trips)								
	Inbound	Outbound									
7 AM - 8 AM	1	2	0			0			0		
8 AM - 9 AM	1	0	0			0			0		
9 AM - 10 AM	202	2	0			40			0		
9:30 AM - 10:30 AM	356	122	24			71			0		
10 AM - 11 AM	266	361	72			53			0		
11 AM - 12 PM	9	107	21			2			0		
12 PM - 1 PM	0	143	29			0			0		
1 PM - 2 PM	81	0	0			16			0		
2 PM - 3 PM	0	43	9			0			0		
3 PM - 4 PM	0	0	0			0			0		
4 PM - 5 PM	91	45	9			18			0		
5 PM - 6 PM	1	47	9			0			0		
2025 Total Volume											
7 AM - 8 AM			0	0	0	12	0	0	0	9	30	0	4	0
8 AM - 9 AM			0	0	0	25	0	0	0	12	40	0	8	0
9 AM - 10 AM			0	0	0	35	0	0	40	16	56	0	12	0
9:30 AM - 10:30 AM			0	0	24	35	0	0	71	18	59	0	12	0
10 AM - 11 AM			0	0	72	42	0	0	53	15	50	0	14	0
11 AM - 12 PM			0	0	21	43	0	0	2	10	34	0	15	0
12 PM - 1 PM			0	0	29	54	0	0	0	10	34	0	19	0
1 PM - 2 PM			0	0	0	48	0	0	16	14	46	0	18	0
2 PM - 3 PM			0	0	9	84	0	0	0	18	60	0	30	0
3 PM - 4 PM			0	0	0	52	0	0	0	9	29	0	18	0
4 PM - 5 PM			0	0	9	49	0	0	18	9	33	0	18	0
5 PM - 6 PM			0	0	9	58	0	0	0	9	29	0	21	0

Future Conditions Analysis

The study intersections were then analyzed using *Synchro 11* and *SimTraffic* for projected 2025 volumes including project traffic for access scenarios 1, 2 and 3. Signal timings were optimized while maintaining the existing overall cycle lengths. Synchro outputs are included in **Appendix H**. For scenarios 1 and 2, the eastbound left-turn lane at the Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard intersection was modeled as extended from its existing length. With the available room in the existing median, the turn lane could be extended to a total length of approximately 460 feet, including 410 feet of full width storage and a 50-foot taper. The following time periods were analyzed for future conditions:

- 7:00 AM to 8:00 AM (AM peak hour along Atlantic Boulevard)
- 9:30 AM to 10:30 AM (peak hour of inbound project traffic)
- 10:00 AM to 11:00 AM (peak hour of outbound project traffic)
- 4:00 PM to 5:00 PM (PM peak hour along Atlantic Boulevard)

During the peak hour of inbound project traffic (9:30 AM to 10:30 AM) under access scenario 1, even with 20 seconds added to the eastbound left-turn phase at the Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard intersection (removed 10 seconds from side street phase and 10 seconds from westbound through phase), the eastbound left-turn movement is still anticipated to operate with a volume to capacity ratio greater than 1.0, and the 95th percentile queue length in eastbound left-turn lane is anticipated to exceed the available storage length. During the peak hour of inbound project traffic (9:30 AM to 10:30 AM) under access scenario 2, with 20 seconds added to the eastbound left-turn phase at the Atlantic Boulevard / General Doolittle Drive / Sandalwood Boulevard intersection (compared to the existing eastbound left-turn split time at the Atlantic Boulevard / Arlington Toyota Driveway / Mindanao Drive intersection), the eastbound left-turn movement is anticipated to operate with a volume to capacity ratio of less than 1.0 and a 95th percentile queue length well under the available storage length. During the peak hour of inbound project traffic (9:30 AM to 10:30 AM) under access scenario 3, the eastbound left-turn movement was evaluated at the Atlantic Boulevard / proposed north-south road / Sutton Lakes Boulevard intersection, and with the dual turn lanes, the left-turn movement is anticipated to operate with a volume to capacity ratio well under 1.0 and a 95th percentile queue length well under the proposed storage length. The eastbound left-turn lane analysis for the peak hour of inbound traffic is summarized in **Table 16**.

Table 16: Anticipated Queueing and V/C Ratios During Peak of Inbound Traffic

Access Scenario	Intersection	Time Period	Movement	Turn Lane Length	95th Percentile Queue Length	V/C Ratio
1	Atlantic Boulevard / Duval Acura / Sutton Lakes Boulevard	9:30 AM to 10:30 AM	EBL	410' *	532'	1.04
2	Atlantic Boulevard / General Doolittle Drive / Sandalwood Boulevard			665' **	445'	0.95
3	Atlantic Boulevard / Proposed North-South Road / Sutton Lakes Boulevard			290' ***	206'	0.76

*Maximum approximate full width length possible with turn lane extension

**Approximate full width turn lane length from Figure 2

***Approximate full width turn lane length from Figure 3

During the peak hour of outbound project traffic (10:00 AM to 11:00 AM), all scenarios are anticipated to accommodate outbound queueing without any additional side street green time compared to existing. The southbound approaches to the Atlantic Boulevard / General Doolittle Drive / Sandalwood Boulevard intersection and the Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard intersection are anticipated to operate at volume to capacity ratios less than 1.0 for all scenarios. For access scenarios 1 and 2, the SimTraffic animation shows the southbound queue at the Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard intersection extending past the internal Duval Acura intersection, located just to the north. However, the SimTraffic animation also shows the southbound queue at the Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard intersection clearing on green each cycle for both access scenarios during the peak hour of outbound project traffic. Because some vehicles will be required to traverse both the internal Duval Acura stop-controlled intersection and the signalized Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard during a single southbound green phase, the City should consider increasing the southbound vehicle detection extension time at the signalized intersection to account for the possibility of larger than normal gaps between southbound queued vehicles at the intersection.

Table 17 summarizes the LOS and delays for projected 2025 conditions with project traffic for access scenario 1. This table shows the projected HCM levels of service and delays at the studied intersections. As shown in Table 17, the signalized Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard intersection is projected to operate at an overall LOS D during the PM peak hour and overall LOS C during the other three hours analyzed. As noted previously, the eastbound left-turn movement volume to capacity ratio is reported as over 1.0 during the peak hour of inbound project traffic, and this approach is shown in red in the table. The signalized Atlantic Boulevard / Arlington Toyota Driveway / Mindanao Drive intersection is projected to operate at an overall LOS C during the PM peak hour and overall LOS B during the other three hours analyzed, and all movement volume to capacity ratios are reported as less than 1.0 at this intersection. The southbound approach at the Atlantic Boulevard / General Doolittle Drive / Sandalwood Boulevard intersection is anticipated to operate at LOS C or better during each peak hour under the project traffic assignment assumed.

Table 17: Scenario 1 Future LOS and Delay

Intersection	Peak Hour	Projected 2025 Level of Service and Delay (s)				
		EB	WB	NB	SB	Overall
Atlantic Boulevard / Arlington Toyota Driveway / Mindanao Drive	7:00-8:00 AM	A	B	F	F	**B**
		8.2	13.4	91.4	85.3	**13.2**
	9:30-10:30 AM	B	B	E	E	**B**
		10.0	11.0	70.9	73.8	**12.6**
	10:00-11:00 AM	A	A	E	E	**B**
		8.2	8.8	73.1	74.5	**10.6**
	4:00-5:00 PM	C	B	F	F	**C**
		23.2	18.5	89.2	88.4	**23.6**
Atlantic Boulevard / General Doolittle Drive / Sandalwood Boulevard	7:00-8:00 AM	-	-	B	C	**-**
		-	-	13.5	21.5	**-**
	9:30-10:30 AM	-	-	B	B	**-**
		-	-	13.3	14.9	**-**
	10:00-11:00 AM	-	-	B	C	**-**
		-	-	12.6	18.5	**-**
	4:00-5:00 PM	-	-	D	C	**-**
		-	-	32.5	19.0	**-**
Atlantic Boulevard / Duval Acura Driveway / Sutton Lakes Boulevard	7:00-8:00 AM	B	C	F	E	**C**
		17.8	27.0	82.4	66.9	**27.2**
	9:30-10:30 AM	C	C	E	E	**C**
		29.0	28.1	74.8	69.7	**31.5**
	10:00-11:00 AM	C	C	E	E	**C**
		23.5	22.4	71.5	77.2	**27.8**
	4:00-5:00 PM	D	C	F	F	**D**
		40.4	26.1	94.6	83.0	**36.9**

Table 18 summarizes the LOS and delays for projected 2025 conditions with project traffic for access scenario 2. As shown in Table 18, the signalized Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard intersection is projected to operate at an overall LOS C or B during all hours analyzed. The signalized Atlantic Boulevard / General Doolittle Drive / Sandalwood Boulevard intersection is projected to operate at an overall LOS D during the PM peak hour and overall LOS B during the other three hours analyzed. All movement volume to capacity ratios are reported as less than 1.0 at both signalized intersections.

Table 18: Scenario 2 Future LOS and Delay

Intersection	Peak Hour	Projected 2025 Level of Service and Delay (s)				
		EB	WB	NB	SB	Overall
Atlantic Boulevard / General Doolittle Drive / Sandalwood Boulevard	7:00-8:00 AM	B	B	F	E	**B**
		14.1	18.7	88.5	78.7	**18.4**
	9:30-10:30 AM	C	A	E	D	**B**
		23.1	6.2	74.1	51.2	**16.5**
	10:00-11:00 AM	C	A	E	D	**B**
		26.0	5.7	61.7	48.2	**18.9**
	4:00-5:00 PM	D	D	F	E	**D**
		37.6	46.2	90.0	73.9	**43.0**
Atlantic Boulevard / Duval Acura Driveway / Sutton Lakes Boulevard	7:00-8:00 AM	B	C	F	E	**C**
		17.7	26.9	82.4	66.8	**27.1**
	9:30-10:30 AM	B	B	E	E	**B**
		12.2	13.3	74.4	67.9	**16.5**
	10:00-11:00 AM	B	B	E	E	**B**
		10.9	11.1	77.6	74.9	**15.8**
	4:00-5:00 PM	D	C	F	F	**C**
		37.8	21.8	94.6	82.6	**33.5**

Table 19 summarizes the LOS and delays for projected 2025 conditions with project traffic for access scenario 3. Because the Atlantic Boulevard / Arlington Toyota driveway / Mindanao Drive intersection and the Atlantic Boulevard / General Doolittle Drive / Sandalwood Boulevard intersection include the same traffic volume in scenario 3 and they do scenario 1, Table 19 only shows the operating conditions for the Atlantic Boulevard / proposed north-south road / Sutton Lakes Boulevard intersection. Also, because HCM does not support the alternative intersection configuration proposed in scenario 3, the results shown in Table 19 are Synchro delay and LOS results. As shown in Table 19, this intersection is projected to operate at an overall LOS D during

the PM peak hour and overall LOS C during the other three hours analyzed. All movement volume to capacity ratios are reported as less than 1.0.

Table 19: Scenario 3 Future LOS and Delay

Intersection	Peak Hour	Projected 2025 Level of Service and Delay (s)				
		EB	WB	NB	SB	Overall
Atlantic Boulevard / Proposed North-South Road / Sutton Lakes Boulevard	7:00-8:00 AM	B	C	E	E	**C**
		19.2	26.4	65.4	62.1	**26.3**
	9:30-10:30 AM	C	C	D	D	**C**
		25.6	22.6	52.5	42.0	**25.6**
	10:00-11:00 AM	C	B	D	D	**C**
		25.8	18.6	45.0	53.8	**24.7**
	4:00-5:00 PM	D	C	D	E	**D**
		54.5	22.3	53.8	68.3	**40.6**

Conclusion

The Applicant is currently working on the development of a delivery station proposed to be located north of Atlantic Boulevard, just east of the existing Jacksonville Executive at Craig Airport in Jacksonville, Florida. The project proposes to construct a new north-south roadway just west of the existing Duval Acura car dealership for access to the proposed facility. This new north-south roadway is proposed to connect to the existing east-west internal roadway that runs south of the Duval Acura dealership. The project also proposes to construct a new east-west roadway from the existing east-west portion of General Doolittle Drive to the project's new north-south roadway adjacent to Duval Acura. There is an existing traffic signal on Atlantic Boulevard at the Duval Acura driveway, and General Doolittle intersects with Atlantic Boulevard as a right-in/right-out only connection. These two connections (Duval Acura driveway and General Doolittle Drive) would serve as the project's access connections to Atlantic Boulevard. Based on coordination with FDOT, this traffic analysis considered multiple access scenarios for the proposed delivery station.

In access scenario 1, the existing traffic signals on Atlantic Boulevard are assumed to remain in their current locations. Because General Doolittle Drive is limited to right-in/right-out at Atlantic Boulevard, all project left-turning traffic to and from Atlantic Boulevard was assigned to use the Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard signalized intersection and the proposed north-south roadway just west of Duval Acura for access. Right-turning project traffic to and from Atlantic Boulevard was assigned to use either the Atlantic Boulevard / General Doolittle Drive intersection or the Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard signalized intersection.

Based on coordination with FDOT, a second access scenario was considered. In access scenario 2, the existing traffic signal at the Atlantic Boulevard / Arlington Toyota driveway / Mindanao Drive intersection was considered to be removed, and this intersection was treated as right-in/right-out. A new traffic signal was assumed at the Atlantic Boulevard / General Doolittle Drive / Sandalwood Boulevard intersection. With the new traffic signal, the existing full median opening at the Atlantic Boulevard / George Moore Chevrolet driveway / Hawaii Drive intersection would be closed. Hawaii Drive would be limited to right-in/right-out, and the George Moore Chevrolet driveway would be relocated to the east. A new directional median opening would be constructed at the new George Moore Chevrolet driveway.

A third access scenario was also evaluated based on coordination with FDOT. For access scenario 3, the new north-south roadway just west of the Duval Acura dealership would intersect with Atlantic Boulevard. The existing Duval Acura driveway to Atlantic Boulevard would be converted to right-in/right-out, and the Atlantic Boulevard / new north-south road / Sutton Lakes Boulevard offset intersection would operate as a single signalized intersection. This intersection geometry allows for two eastbound left-turn lanes to be constructed at the intersection to serve inbound project traffic as well as inbound Duval Acura traffic. The internal east-west road that runs south of Duval Acura would have right-in/right-out access from both sides of the proposed north-south road. A teardrop roundabout would serve vehicles exiting the Duval Acura dealership wishing to make a left turn onto Atlantic Boulevard.

Kimley-Horn analyzed the project's access intersections for all three access scenarios. Traffic count data was collected from 7:00 AM to 6:00 PM to capture the existing peak volumes along Atlantic Boulevard, the existing side street peak volumes, and the existing volumes during the peaks of inbound and outbound project traffic. The analysis for access scenario 2 included the reassignment of existing volumes based on the new geometry considered. For all three access scenarios, it is recommended to extend the existing eastbound left-turn lane at the Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard from its existing length. For access scenarios 1 and 2, with the available room in the existing median, the turn lane could be extended to a total length of approximately 460 feet, including 410 feet of full width storage and a 50-foot taper. Scenario 3 includes and additional eastbound left-turn lane at the reconfigured Atlantic Boulevard / proposed north-south road / Sutton Lakes Boulevard.

During the peak hour of inbound project traffic for access scenario 1, it was determined that even with signal timing modifications and the extended turn lane, the eastbound left-turn movement at the Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard intersection is anticipated to operate with a volume to capacity ratio greater than 1.0, and the 95th percentile queue for this movement is anticipated to exceed the available turn lane storage length and extend into the through lanes on Atlantic Boulevard. For access scenario 2, the project inbound left turns from Atlantic Boulevard would use the new traffic signal at the Atlantic Boulevard / General Doolittle Drive / Sandalwood Boulevard intersection. During the peak hour of inbound project traffic for access scenario 2, the eastbound left-turn movement at new signalized intersection is anticipated to operate with a volume to capacity ratio of less than 1.0 and a 95th percentile queue length well

under the available storage length. During the peak hour of inbound project traffic for access scenario 3, the eastbound left-turn movement at the Atlantic Boulevard / proposed north-south road / Sutton Lakes Boulevard intersection is anticipated to operate with a volume to capacity ratio well under 1.0 and a 95th percentile queue length well under the proposed storage length.

The project proposes to construct an east-west roadway, parallel to Atlantic Boulevard, that will provide rear access driveways to each of the existing car dealerships between General Doolittle Drive and the Duval Acura dealership. The intent of the rear connections to the east-west roadway is to give the heavy vehicles destined for the car dealerships an alternate route besides Atlantic Boulevard and potentially reduce truck traffic on this stretch of Atlantic Boulevard. Under access scenarios 2 and 3, more trucks destined to or originated from for the existing car dealerships would be expected to use the rear access road than under access scenario 1.

The existing four-legged internal intersection just north of the Atlantic Boulevard / Duval Acura driveway / Sutton Lakes Boulevard intersection operates under three-way stop control and includes a significant offset on the two legs of the intersection that run north-south. The Applicant wishes to minimize the traffic added to this offset intersection that is located very close to Atlantic Boulevard. Under access scenario 2, the project traffic added to this intersection is far less than that the project traffic added to this intersection under access scenario 1. Under access scenario 3, the project would reduce the traffic volume at this intersection compared to existing.

Based on these findings, access scenarios 2 or 3 are recommended over access scenario 1. The Applicant understands that the changes in access required for scenarios 2 or 3 are subject to a public hearing process, as access to several existing businesses and residences would be affected. Because access scenario 3 results in less impacts to existing businesses and residences than access scenario 2 does, access scenario 3 is the recommended alternative.

The Applicant has also considered the possibility of another access scenario in which a new north-south road is constructed in between the Coggin Honda dealership and the Jenkins Hyundai dealership. The Applicant has received positive feedback from Coggin Honda and Jenkins Hyundai regarding this access scenario, as long as it would include a new traffic signal at the intersection of the new north-south road with Atlantic Boulevard and the Cypress Cove apartment community driveway. However, Atlantic Boulevard is designated by FDOT as Access Class 3 at

this intersection, which includes a standard traffic signal spacing of 2,640 feet. FDOT has stated that because of the Access Class 3 designation and the spacing of adjacent traffic signals, a new full access traffic signal would likely not be allowed at this intersection. It should be noted that the Access Class on Atlantic Boulevard transitions from Class 6 to Class 3 at General Doolittle Drive (Class 6 to the west, Class 3 to the east). Therefore, if the Class 6 designation could be extended slightly further east, or if the signal spacing for the considered intersection were to be treated under Access Class 5/6 spacing criteria, then the considered signal location would meet spacing standards.

The applicant intends to continue to work with FDOT and the City of Jacksonville to refine the project's proposed access to and from the State and City roadway networks.

Appendix A:

Conceptual Site Plan

PARKING LEGEND

VAN PARKING

- STAGING (11'-4"x27'-4")
- STANDARD (11'x27')
- RESCUE (12'-4x33'-4')
- LOADING (12'-4"x38'-10")
- BUFFER (11'x27')

CAR PARKING

- ASSOCIATE (9'x18')
- VAN DRIVER PERSONAL (9'x18')

NOTE: DIMENSIONS SHOWN ARE FROM CENTER OF 4" STRIPE TO CENTER OF 4" STRIPE

TRAFFIC FLOW LEGEND

- LINE HAUL TRAFFIC
- VAN EXIT TRAFFIC
- VAN ENTRANCE TRAFFIC
- ASSOCIATES TRAFFIC

NORTH

GRAPHIC SCALE IN FEET
0 75 150 300

APPROXIMATE LOT AREA = 79± ACRES

CRAIG AIRPORT

PROPOSED BUILDING ±131,512 GSF

TDR ENTRANCE

DSP ENTRANCE

ASSOCIATE ENTRANCE

PROPOSED STORMWATER FACILITY

SWMF

WELL

ATLANTIC BLVD

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND, FL 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM CA 00000696

LICENSED PROFESSIONAL

FOR INFORMATIONAL PURPOSES ONLY

DATE:

KHA PROJECT

DATE OCTOBER 2021

SCALE AS SHOWN

DESIGNED BY

DRAWN BY

CHECKED BY

CONCEPTUAL LAYOUT

OVERALL SITE PLAN

FLORIDA

CITY OF JACKSONVILLE

SHEET NUMBER
2 OF 2

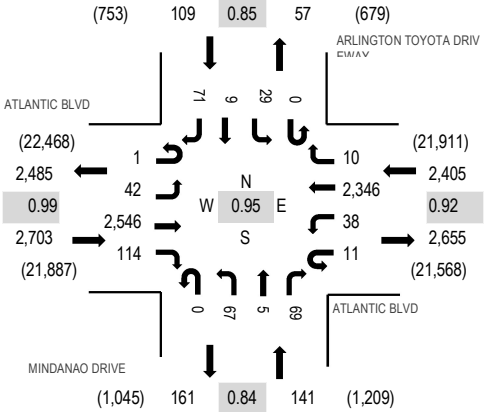
Appendix B:

Data Collection

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

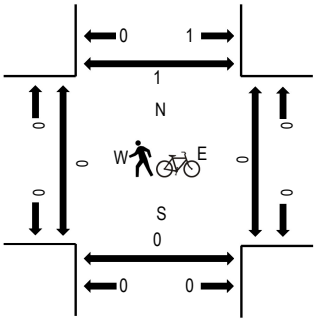
Location: 1 MINDANAO DRIVE & ATLANTIC BLVD AM
Date: Tuesday, February 8, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	ATLANTIC BLVD Eastbound				ATLANTIC BLVD Westbound				MINDANAO DRIVE Northbound				ARLINGTON TOYOTA DRIVEWAY Southbound					Rolling Hour	Pedestrian 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
7:00 AM	0	6	365	4	0	2	624	7	0	13	2	9	0	1	0	2	1,035	4,616	0	0	0	0
7:15 AM	0	7	373	6	0	2	725	2	0	14	1	14	0	1	0	1	1,146	4,699	0	0	0	0
7:30 AM	0	11	496	10	0	5	680	2	0	18	2	10	0	0	0	7	1,241	4,571	0	0	0	0
7:45 AM	0	11	490	14	3	8	635	1	0	12	3	12	0	2	1	2	1,194	4,463	0	0	0	0
8:00 AM	0	8	522	10	0	1	534	1	0	9	7	21	0	1	0	4	1,118	4,306	0	0	0	0
8:15 AM	0	9	399	10	2	9	541	3	0	14	2	19	0	4	1	5	1,018	4,017	0	0	0	0
8:30 AM	0	21	497	13	1	5	560	3	0	12	1	14	0	2	0	4	1,133	3,892	0	1	1	1
8:45 AM	0	13	462	9	3	5	491	6	0	16	5	15	0	2	1	9	1,037	3,682	0	0	0	0
9:00 AM	0	8	350	8	2	5	420	3	0	11	2	8	0	3	1	8	829	3,533	0	0	0	0
9:15 AM	0	10	352	10	0	2	488	1	0	8	4	8	0	3	0	7	893	3,547	0	0	0	0
9:30 AM	0	14	332	9	2	3	506	6	0	14	1	13	0	9	2	12	923	3,420	0	0	0	0
9:45 AM	0	13	387	7	0	7	429	5	0	8	1	12	0	7	1	11	888	3,302	0	0	0	0
10:00 AM	0	14	356	20	3	7	409	3	0	4	3	7	0	5	0	12	843	3,172	0	2	0	0
10:15 AM	0	7	343	7	1	2	374	1	0	11	0	6	0	3	2	9	766	3,111	0	0	0	0
10:30 AM	1	7	352	12	3	2	389	2	0	12	2	7	0	3	0	13	805	3,159	0	0	0	0
10:45 AM	0	2	346	9	0	2	361	1	0	11	0	13	0	4	1	8	758	3,140	0	0	0	0
11:00 AM	0	15	314	13	0	5	387	3	0	16	2	4	0	12	1	10	782	3,269	0	0	0	0
11:15 AM	0	8	343	14	2	3	412	1	0	8	2	6	0	7	0	8	814	3,351	0	0	0	0
11:30 AM	0	6	357	12	2	3	364	6	0	12	2	9	0	3	2	8	786	3,434	0	0	0	0
11:45 AM	0	9	401	10	0	3	418	4	0	11	0	10	0	8	1	12	887	3,572	0	0	0	1
12:00 PM	1	2	403	16	0	6	392	2	0	8	0	7	0	12	0	15	864	3,598	0	3	0	0
12:15 PM	0	11	421	24	1	2	395	3	0	17	0	13	1	3	2	4	897	3,610	1	2	0	0
12:30 PM	0	12	465	12	0	2	394	0	0	16	1	11	0	5	1	5	924	3,608	0	0	1	0
12:45 PM	0	13	413	23	2	4	414	2	0	9	2	12	0	7	1	11	913	3,573	0	0	0	0
1:00 PM	0	13	376	22	2	4	422	2	0	11	1	12	0	5	0	6	876	3,588	0	2	0	0
1:15 PM	0	12	400	11	3	11	408	8	0	15	2	6	0	6	1	12	895	3,745	0	0	0	0
1:30 PM	0	14	384	22	1	10	413	3	0	11	5	13	0	4	1	8	889	3,867	0	0	0	0
1:45 PM	0	18	428	18	4	9	407	5	0	11	3	10	0	3	1	11	928	4,041	0	0	0	0
2:00 PM	0	9	466	13	1	5	480	1	0	14	2	13	0	9	2	18	1,033	4,280	0	0	0	0
2:15 PM	0	12	472	12	3	7	460	1	0	19	2	13	0	5	1	10	1,017	4,338	0	0	0	0
2:30 PM	0	8	518	21	2	8	437	9	0	19	2	18	0	8	1	12	1,063	4,681	0	0	0	0
2:45 PM	0	9	577	18	0	5	505	4	0	18	1	10	0	8	2	10	1,167	4,931	0	0	0	0
3:00 PM	0	9	537	19	3	10	461	2	0	13	2	16	0	5	1	13	1,091	5,047	0	2	0	0
3:15 PM	0	13	652	28	2	9	618	1	0	7	1	15	0	5	1	8	1,360	5,206	0	0	0	0
3:30 PM	0	14	651	26	6	10	545	4	0	15	1	18	0	10	1	12	1,313	5,205	0	0	0	0

3:45 PM	0	10	661	17	4	7	525	3	0	14	2	17	0	10	0	13	1,283	5,297	0	0	0	0
4:00 PM	0	11	643	27	2	9	487	5	0	26	3	13	0	7	3	14	1,250	5,265	0	0	0	0
4:15 PM	0	11	645	29	6	14	600	6	0	11	1	16	0	3	3	14	1,359	5,310	0	0	0	0
4:30 PM	0	12	643	36	4	10	629	4	0	17	3	18	0	9	4	16	1,405	5,358	0	0	0	0
4:45 PM	1	10	548	30	3	7	589	2	0	19	0	13	0	5	3	21	1,251	5,189	0	0	0	1
5:00 PM	0	12	650	26	2	9	524	2	0	22	1	18	0	8	2	19	1,295	5,086	0	0	0	0
5:15 PM	0	8	705	22	2	12	604	2	0	9	1	20	0	7	0	15	1,407		0	0	0	0
5:30 PM	0	11	653	28	2	12	464	2	0	14	3	17	0	13	2	15	1,236		0	0	0	0
5:45 PM	0	7	547	22	5	5	502	3	0	14	0	9	0	7	1	26	1,148		1	0	0	0

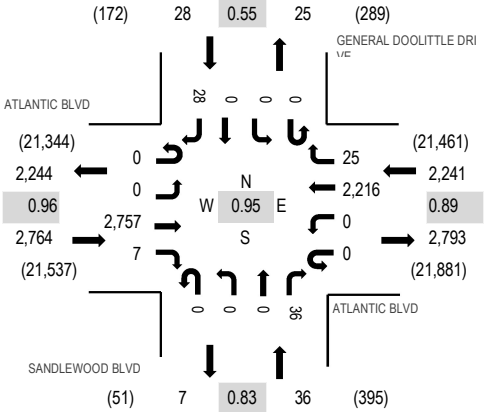
Peak Rolling Hour Flow Rates

	Eastbound				Westbound				Northbound				Southbound				
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	4	0	0	0	5	0	0	1	0	0	0	0	0	0	10
Lights	1	42	2,532	114	11	37	2,314	10	0	62	5	69	0	29	9	71	5,306
Mediums	0	0	10	0	0	1	27	0	0	4	0	0	0	0	0	0	42
Total	1	42	2,546	114	11	38	2,346	10	0	67	5	69	0	29	9	71	5,358

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

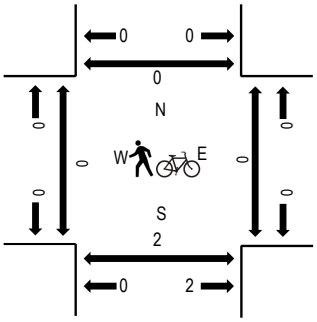
Location: 2 SANDLEWOOD BLVD & ATLANTIC BLVD AM
Date: Tuesday, February 8, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	ATLANTIC BLVD Eastbound				ATLANTIC BLVD Westbound				SANDLEWOOD BLVD Northbound				GENERAL DOOLITTLE DRIVE Southbound					Rolling Hour	Pedestrian 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
7:00 AM	0	0	375	0	0	0	575	5	0	0	0	5	0	0	0	0	960	4,322	0	0	0	0
7:15 AM	0	0	396	0	0	0	726	5	0	0	0	11	0	0	0	0	1,138	4,454	0	0	0	0
7:30 AM	0	0	515	0	0	0	659	4	0	0	0	10	0	0	0	0	1,188	4,315	0	0	0	0
7:45 AM	0	0	390	0	0	0	626	8	0	0	0	12	0	0	0	0	1,036	4,217	0	0	0	0
8:00 AM	0	0	540	1	0	0	528	6	0	0	0	15	0	0	0	2	1,092	4,193	0	0	0	1
8:15 AM	0	0	426	1	0	0	550	6	0	0	0	16	0	0	0	0	999	3,884	0	0	0	0
8:30 AM	0	0	518	1	0	0	553	7	0	0	0	9	0	0	0	2	1,090	3,738	0	0	0	0
8:45 AM	0	0	481	3	0	0	506	12	0	0	0	10	0	0	0	0	1,012	3,525	0	0	0	0
9:00 AM	0	0	356	2	0	0	406	5	0	0	0	11	0	0	0	3	783	3,370	0	0	0	0
9:15 AM	0	0	357	2	0	0	479	6	0	0	0	9	0	0	0	0	853	3,384	0	0	1	0
9:30 AM	0	0	351	0	0	0	512	6	0	0	0	6	0	0	0	2	877	3,273	0	0	0	0
9:45 AM	0	0	410	1	0	0	428	10	0	0	0	5	0	0	0	3	857	3,183	0	0	0	0
10:00 AM	0	0	367	0	0	0	411	9	0	0	0	6	0	0	0	4	797	3,048	0	0	0	0
10:15 AM	0	0	354	0	0	0	370	9	0	0	0	7	0	0	0	2	742	2,970	0	0	0	0
10:30 AM	0	0	367	2	0	0	404	5	0	0	0	4	1	0	0	4	787	3,007	0	0	0	0
10:45 AM	0	0	353	1	0	0	355	9	0	0	0	4	0	0	0	0	722	2,961	0	0	0	0
11:00 AM	0	0	311	2	0	0	395	3	0	0	0	5	0	0	0	3	719	3,113	0	0	0	0
11:15 AM	0	0	361	1	0	0	401	4	0	0	0	8	0	0	0	4	779	3,220	0	0	0	0
11:30 AM	0	0	371	1	0	0	359	2	0	0	0	6	0	0	0	2	741	3,296	0	0	0	0
11:45 AM	0	0	427	1	0	0	421	14	0	0	0	8	0	0	0	3	874	3,452	0	0	0	2
12:00 PM	0	0	420	1	0	0	384	6	0	0	0	9	0	0	0	6	826	3,437	0	0	1	0
12:15 PM	0	0	439	1	0	0	396	10	0	0	0	5	0	0	0	4	855	3,459	0	0	1	0
12:30 PM	0	0	476	2	0	0	400	6	0	0	0	8	0	0	0	5	897	3,450	0	0	2	0
12:45 PM	0	0	435	0	0	0	405	7	0	0	0	7	0	0	0	5	859	3,383	0	0	0	0
1:00 PM	0	0	389	0	0	0	434	10	0	0	0	8	0	0	0	7	848	3,424	0	0	0	0
1:15 PM	0	0	424	2	0	0	400	7	0	0	0	7	0	0	0	6	846	3,560	0	0	0	0
1:30 PM	0	0	394	0	0	0	417	6	0	0	0	8	0	0	0	5	830	3,679	0	0	0	0
1:45 PM	0	0	451	1	0	0	426	7	0	0	0	14	0	0	0	1	900	3,820	0	0	0	0
2:00 PM	0	0	483	1	0	0	478	11	0	0	0	7	0	0	0	4	984	4,039	0	0	0	0
2:15 PM	0	0	497	4	0	0	452	2	0	0	0	8	0	0	0	2	965	4,130	0	0	0	0
2:30 PM	0	0	497	0	0	0	453	7	0	0	0	9	0	0	0	5	971	4,434	0	0	0	0
2:45 PM	0	0	586	2	0	0	505	10	0	0	0	13	0	0	0	3	1,119	4,700	0	0	0	0
3:00 PM	0	0	568	2	0	0	478	8	0	0	0	11	0	0	0	8	1,075	4,798	0	0	0	0
3:15 PM	0	0	663	0	0	0	582	3	0	0	0	11	0	0	0	10	1,269	4,934	0	0	0	0
3:30 PM	0	0	703	2	0	0	504	10	0	0	0	11	0	0	0	7	1,237	4,945	0	0	0	0

3:45 PM	0	0	684	2	0	0	516	5	0	0	0	7	0	0	0	3	1,217	4,965	0	0	0	0
4:00 PM	0	0	676	2	0	0	514	1	0	0	0	14	0	0	0	4	1,211	4,981	0	0	1	0
4:15 PM	0	0	669	0	0	0	593	1	0	0	0	9	0	0	0	8	1,280	5,016	0	0	1	0
4:30 PM	0	0	685	1	0	0	548	4	0	0	0	12	0	0	0	7	1,257	5,069	0	0	0	0
4:45 PM	0	0	659	2	0	0	553	7	0	0	0	6	0	0	0	6	1,233	5,020	0	0	1	0
5:00 PM	0	0	687	3	0	0	535	8	0	0	0	7	0	0	0	6	1,246	4,840	0	0	0	0
5:15 PM	0	0	726	1	0	0	580	6	0	0	0	11	0	0	0	9	1,333		0	0	0	0
5:30 PM	0	0	697	3	0	0	482	8	0	0	0	16	0	0	0	2	1,208		0	0	0	0
5:45 PM	0	0	552	0	0	0	474	3	0	0	0	10	0	0	0	14	1,053		0	0	0	0

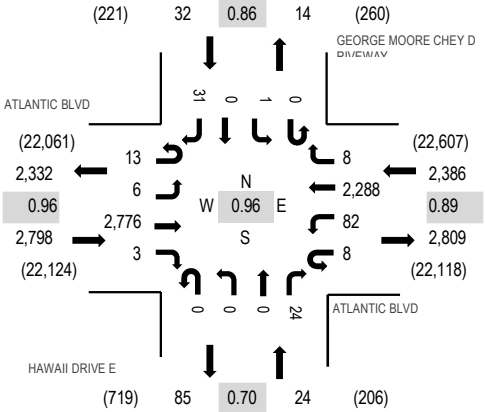
Peak Rolling Hour Flow Rates

	Eastbound				Westbound				Northbound				Southbound				
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7
Lights	0	0	2,745	6	0	0	2,184	25	0	0	0	36	0	0	0	27	5,023
Mediums	0	0	8	1	0	0	29	0	0	0	0	0	0	0	0	1	39
Total	0	0	2,757	7	0	0	2,216	25	0	0	0	36	0	0	0	28	5,069

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

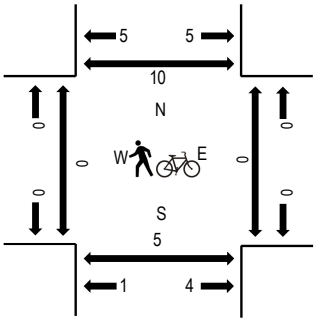
Location: 3 HAWAII DRIVE E & ATLANTIC BLVD AM
Date: Tuesday, February 8, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	ATLANTIC BLVD Eastbound				ATLANTIC BLVD Westbound				HAWAII DRIVE E Northbound				GEORGE MOORE CHEY DRIVEWAY Southbound					Rolling Hour	Pedestrian 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
7:00 AM	3	2	378	1	1	16	592	2	0	0	0	6	0	0	0	0	1,001	4,633	0	0	0	0
7:15 AM	1	8	391	2	6	15	756	2	0	0	0	1	0	0	1	0	1,183	4,763	0	0	0	0
7:30 AM	2	3	528	0	4	16	692	2	0	1	0	3	0	1	0	0	1,252	4,600	0	0	0	0
7:45 AM	2	5	496	3	7	28	646	1	0	0	0	7	0	0	0	2	1,197	4,487	0	0	0	0
8:00 AM	2	10	550	2	5	11	535	2	0	0	0	11	0	1	0	2	1,131	4,322	0	0	0	1
8:15 AM	3	2	426	1	3	13	566	4	0	0	0	2	0	0	0	0	1,020	4,020	0	0	0	0
8:30 AM	5	6	519	2	3	16	575	3	0	1	0	5	0	0	0	4	1,139	3,880	0	0	0	0
8:45 AM	4	9	478	1	2	12	518	1	0	0	0	4	0	1	0	2	1,032	3,656	0	0	0	0
9:00 AM	2	4	361	2	2	17	428	6	0	0	0	1	0	3	0	3	829	3,485	0	0	0	1
9:15 AM	3	3	361	0	1	15	488	2	0	0	0	6	0	0	1	0	880	3,474	0	0	0	0
9:30 AM	4	2	354	0	2	15	530	5	0	0	0	1	0	1	0	1	915	3,358	0	0	0	0
9:45 AM	7	7	396	0	3	9	432	0	0	0	0	4	0	0	0	3	861	3,243	0	0	0	0
10:00 AM	3	4	367	1	1	16	417	2	0	0	0	1	0	2	1	3	818	3,121	0	0	0	5
10:15 AM	3	8	347	1	2	2	388	2	0	0	0	3	0	3	0	5	764	3,071	0	0	0	1
10:30 AM	5	10	357	1	1	13	404	1	0	1	0	2	0	1	0	4	800	3,110	0	0	0	1
10:45 AM	1	6	345	0	4	9	363	1	0	0	0	2	0	1	0	7	739	3,074	0	0	0	7
11:00 AM	6	3	345	0	3	10	382	2	0	0	0	6	0	0	0	11	768	3,244	0	0	0	1
11:15 AM	2	1	365	0	5	12	406	2	0	0	0	4	0	2	0	4	803	3,314	0	0	0	3
11:30 AM	2	2	362	4	7	7	374	2	0	0	0	2	0	2	0	0	764	3,395	0	0	1	0
11:45 AM	8	1	427	1	3	16	440	2	0	1	0	6	0	0	0	4	909	3,557	0	0	0	1
12:00 PM	5	6	415	1	1	17	383	2	0	0	0	3	0	1	0	4	838	3,533	0	0	0	3
12:15 PM	4	7	447	1	4	8	403	1	0	1	0	2	0	1	0	5	884	3,569	0	0	0	3
12:30 PM	3	3	480	1	5	9	415	2	0	0	0	1	0	3	0	4	926	3,552	0	0	0	1
12:45 PM	4	7	430	1	5	7	416	3	0	2	0	3	0	1	0	6	885	3,501	0	0	0	1
1:00 PM	5	4	389	1	4	11	448	1	0	0	0	8	0	3	0	0	874	3,531	0	0	0	1
1:15 PM	3	7	429	3	4	12	398	2	0	0	0	1	0	1	0	7	867	3,670	0	0	0	1
1:30 PM	4	2	397	2	2	20	424	7	0	0	0	11	0	2	0	4	875	3,808	0	0	0	1
1:45 PM	8	2	439	1	5	16	430	3	0	0	0	6	0	0	1	4	915	3,985	0	0	0	3
2:00 PM	2	3	491	1	2	20	484	2	0	0	0	4	0	0	0	4	1,013	4,214	0	0	0	2
2:15 PM	3	1	502	1	2	14	472	1	0	0	0	5	0	1	0	3	1,005	4,320	0	0	1	2
2:30 PM	4	5	545	4	4	13	469	0	0	0	0	5	0	0	0	3	1,052	4,618	0	0	0	3
2:45 PM	3	3	597	0	3	15	512	4	0	0	0	4	0	0	0	3	1,144	4,846	0	0	0	6
3:00 PM	4	2	579	2	2	23	494	0	0	0	0	6	0	2	0	5	1,119	4,946	0	0	0	1
3:15 PM	3	1	666	0	2	24	599	0	0	1	0	4	0	0	0	3	1,303	5,077	0	0	0	0
3:30 PM	6	4	709	1	1	19	528	1	0	0	1	6	0	2	0	2	1,280	5,082	0	0	0	4

3:45 PM	1	1	679	3	7	13	527	3	0	0	0	2	0	1	0	7	1,244	5,111	0	0	0	4
4:00 PM	2	3	693	1	2	11	519	2	0	0	0	10	0	0	0	7	1,250	5,136	0	0	0	1
4:15 PM	2	4	664	1	3	21	597	0	0	0	0	6	0	0	0	10	1,308	5,186	0	0	1	5
4:30 PM	3	2	698	1	2	24	562	1	0	0	0	6	0	0	0	10	1,309	5,240	0	0	0	3
4:45 PM	1	2	655	1	0	17	576	4	0	0	0	6	0	0	0	7	1,269	5,184	0	0	1	6
5:00 PM	3	0	702	0	5	20	550	2	0	0	0	7	0	1	0	10	1,300	4,993	0	0	0	0
5:15 PM	6	2	721	1	1	21	600	1	0	0	0	5	0	0	0	4	1,362		0	0	2	1
5:30 PM	4	1	712	4	3	22	492	3	0	0	0	4	0	0	0	8	1,253		0	0	0	0
5:45 PM	2	1	554	2	3	14	491	1	0	0	0	5	0	1	0	4	1,078		0	0	0	1

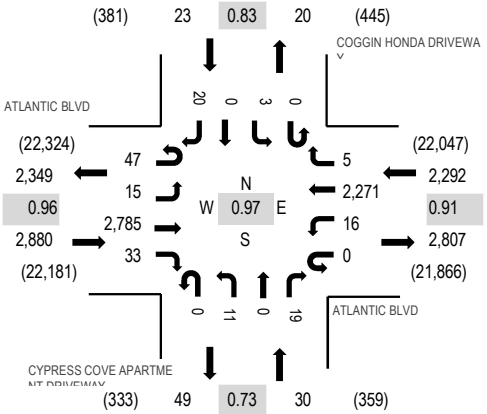
Peak Rolling Hour Flow Rates

	Eastbound				Westbound				Northbound				Southbound				
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7
Lights	13	6	2,763	3	8	79	2,258	8	0	0	0	24	0	1	0	31	5,194
Mediums	0	0	9	0	0	3	27	0	0	0	0	0	0	0	0	0	39
Total	13	6	2,776	3	8	82	2,288	8	0	0	0	24	0	1	0	31	5,240

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

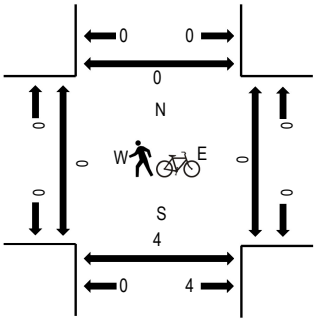
Location: 4 CYPRESS COVE APARTMENT DRIVEWAY & ATLANTIC BLVD AM
Date: Tuesday, February 8, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	ATLANTIC BLVD Eastbound				ATLANTIC BLVD Westbound				CYPRESS COVE APARTMENT DRIVEWAY Northbound				COGGIN HONDA DRIVEWAY Southbound					Rolling Hour	Pedestrian 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
7:00 AM	1	7	368	1	0	1	582	2	0	10	0	9	0	1	0	3	985	4,597	0	0	0	0
7:15 AM	1	2	394	1	1	1	742	3	0	6	0	3	0	1	0	1	1,156	4,719	0	0	0	0
7:30 AM	1	5	508	5	1	4	743	4	0	8	0	12	0	0	0	0	1,291	4,572	0	0	0	0
7:45 AM	2	10	498	1	1	0	639	2	0	4	0	6	0	0	0	2	1,165	4,404	0	0	0	0
8:00 AM	1	7	534	2	3	2	544	6	0	1	0	5	0	1	0	1	1,107	4,265	0	0	0	0
8:15 AM	5	4	425	4	2	3	545	6	0	7	0	4	0	2	0	2	1,009	3,992	0	0	0	0
8:30 AM	8	11	497	4	1	2	576	4	0	5	0	4	0	6	0	5	1,123	3,847	0	0	0	0
8:45 AM	10	12	469	1	4	0	506	9	0	2	0	6	0	1	0	6	1,026	3,647	0	0	0	0
9:00 AM	2	11	351	3	2	1	449	1	0	1	0	4	0	4	0	5	834	3,500	0	0	0	0
9:15 AM	8	6	362	0	3	2	468	6	0	2	0	4	0	1	0	2	864	3,446	0	0	0	0
9:30 AM	2	6	342	3	3	3	546	5	0	2	0	7	0	2	0	2	923	3,358	0	0	0	0
9:45 AM	6	6	389	5	1	2	446	4	0	3	0	8	0	3	0	6	879	3,223	0	0	0	0
10:00 AM	2	4	359	1	1	0	396	5	0	2	0	5	0	2	0	3	780	3,086	0	0	0	0
10:15 AM	4	12	343	2	2	3	393	1	0	2	0	6	0	3	0	5	776	3,054	0	0	0	0
10:30 AM	8	9	343	1	3	2	397	6	0	8	0	1	0	2	0	8	788	3,091	0	0	0	0
10:45 AM	2	5	351	3	1	0	357	5	0	2	0	4	0	4	0	8	742	3,048	0	0	0	0
11:00 AM	5	4	327	5	5	1	378	7	0	2	0	2	0	3	0	9	748	3,230	0	0	0	0
11:15 AM	3	10	355	3	3	4	422	1	0	0	0	2	0	4	0	6	813	3,300	0	0	0	0
11:30 AM	9	9	374	4	2	2	326	1	0	3	0	1	0	4	0	10	745	3,386	0	0	0	0
11:45 AM	3	5	410	6	6	2	472	3	0	4	0	3	0	4	0	6	924	3,582	0	0	0	0
12:00 PM	4	4	419	4	7	1	358	3	0	3	0	3	0	2	0	10	818	3,516	0	0	0	0
12:15 PM	3	5	436	2	9	3	415	5	0	3	0	4	0	6	0	8	899	3,579	0	0	1	0
12:30 PM	6	12	471	4	4	2	421	3	0	4	0	3	0	4	0	7	941	3,534	0	0	1	0
12:45 PM	6	5	424	5	5	2	382	6	0	5	0	2	0	6	0	10	858	3,484	0	0	0	0
1:00 PM	8	5	389	6	3	2	451	2	0	1	0	3	0	5	0	6	881	3,525	0	0	0	0
1:15 PM	4	6	403	5	5	3	414	1	0	2	0	3	0	2	0	6	854	3,627	0	0	0	0
1:30 PM	4	10	403	4	6	3	434	9	0	2	0	6	0	4	0	6	891	3,793	0	0	1	0
1:45 PM	5	10	402	2	3	2	461	2	0	4	0	0	0	3	0	5	899	3,950	0	0	0	0
2:00 PM	0	8	482	5	3	6	453	6	0	0	0	5	0	5	0	10	983	4,177	0	0	0	0
2:15 PM	5	2	498	7	2	4	483	3	0	7	0	3	0	3	0	3	1,020	4,329	0	0	0	0
2:30 PM	3	9	528	5	2	2	481	2	0	2	0	5	0	1	0	8	1,048	4,589	0	0	0	0
2:45 PM	11	4	591	8	3	2	489	4	0	4	0	5	0	1	0	4	1,126	4,863	0	0	0	0
3:00 PM	6	6	562	9	0	2	524	3	0	5	0	6	0	4	0	8	1,135	4,956	0	0	0	0
3:15 PM	0	6	668	7	0	5	574	4	0	3	0	4	0	3	0	6	1,280	5,093	0	0	0	0
3:30 PM	6	9	700	7	0	7	556	4	0	6	0	9	0	4	0	14	1,322	5,102	0	0	0	0

3:45 PM	10	15	675	8	0	3	482	6	0	4	0	3	0	4	0	9	1,219	5,094	0	0	0	0
4:00 PM	7	4	675	10	0	3	546	6	0	4	0	3	0	4	0	10	1,272	5,101	0	0	0	0
4:15 PM	9	5	665	11	0	8	566	0	0	4	0	6	0	6	0	9	1,289	5,166	0	0	0	0
4:30 PM	6	6	685	10	0	5	591	0	0	2	0	6	0	1	0	2	1,314	5,225	0	0	0	0
4:45 PM	13	2	659	7	0	3	534	1	0	2	0	3	0	1	0	1	1,226	5,187	0	0	1	0
5:00 PM	15	4	710	7	0	3	578	2	0	2	0	7	0	0	0	9	1,337	5,015	0	0	0	0
5:15 PM	13	3	731	9	0	5	568	2	0	5	0	3	0	1	0	8	1,348		0	0	1	0
5:30 PM	4	1	710	7	0	5	524	1	0	5	0	10	0	2	0	7	1,276		0	0	0	1
5:45 PM	3	3	558	11	0	2	464	0	0	2	0	6	0	2	0	3	1,054		0	0	0	0

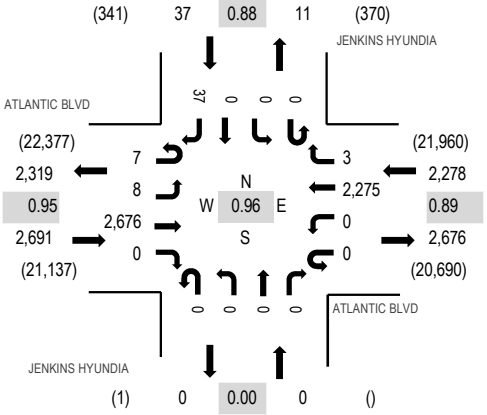
Peak Rolling Hour Flow Rates

	Eastbound				Westbound				Northbound				Southbound				
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6
Lights	47	15	2,774	33	0	16	2,242	5	0	11	0	18	0	3	0	20	5,184
Mediums	0	0	7	0	0	0	27	0	0	0	0	1	0	0	0	0	35
Total	47	15	2,785	33	0	16	2,271	5	0	11	0	19	0	3	0	20	5,225

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

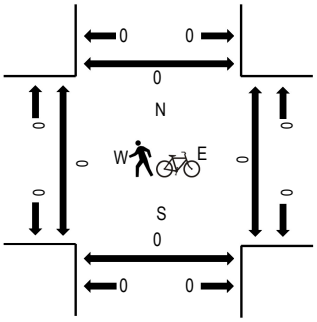
Location: 5 JENKINS HYUNDIA & ATLANTIC BLVD AM
Date: Tuesday, February 8, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	ATLANTIC BLVD Eastbound				ATLANTIC BLVD Westbound				JENKINS HYUNDIA Northbound				JENKINS HYUNDIA Southbound					Rolling Hour	Pedestrian 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
7:00 AM	4	6	340	0	0	0	593	1	0	0	0	0	0	0	0	0	944	4,506	0	0	0	0
7:15 AM	3	4	376	0	0	0	778	2	0	0	0	0	0	0	0	2	1,165	4,636	0	0	0	0
7:30 AM	1	7	488	0	0	0	746	3	0	0	0	0	0	0	0	1	1,246	4,513	0	0	0	0
7:45 AM	9	11	478	0	0	0	641	6	0	0	0	0	0	0	0	6	1,151	4,371	0	0	0	0
8:00 AM	5	11	500	0	0	0	553	4	0	0	0	0	0	0	0	1	1,074	4,214	0	0	0	0
8:15 AM	4	6	444	0	0	0	579	2	0	0	0	0	0	0	0	7	1,042	3,957	0	0	0	0
8:30 AM	5	7	495	0	0	0	595	2	0	0	0	0	0	0	0	0	1,104	3,747	0	0	0	0
8:45 AM	6	12	454	0	0	0	514	4	0	0	0	0	0	0	0	4	994	3,594	0	0	0	0
9:00 AM	3	9	341	0	0	0	458	4	0	0	0	0	0	0	0	2	817	3,414	0	0	0	0
9:15 AM	7	12	324	0	0	0	477	2	0	0	0	0	0	0	0	10	832	3,369	0	0	0	0
9:30 AM	3	6	378	0	0	0	555	2	0	0	0	0	0	0	0	7	951	3,285	0	0	0	0
9:45 AM	5	3	354	0	0	0	442	3	0	0	0	0	0	0	0	7	814	3,117	0	0	0	0
10:00 AM	8	7	340	0	0	0	408	4	0	0	0	0	0	0	0	5	772	3,012	0	0	0	0
10:15 AM	5	7	346	0	0	0	376	3	0	0	0	0	0	0	0	11	748	2,973	0	0	0	0
10:30 AM	2	4	364	0	0	0	404	1	0	0	0	0	0	0	0	8	783	2,982	0	0	0	0
10:45 AM	7	9	327	0	0	0	356	0	0	0	0	0	0	0	0	10	709	2,946	0	0	0	0
11:00 AM	8	7	330	0	0	0	379	1	0	0	0	0	0	0	0	8	733	3,117	0	0	0	0
11:15 AM	5	4	326	0	0	0	417	0	0	0	0	0	0	0	0	5	757	3,157	0	0	0	0
11:30 AM	5	7	377	0	0	0	346	2	0	0	0	0	0	0	0	10	747	3,296	0	0	0	0
11:45 AM	5	6	411	0	0	0	447	1	0	0	0	0	0	0	0	10	880	3,432	0	0	0	0
12:00 PM	2	5	377	0	0	0	376	2	0	0	0	0	0	0	0	11	773	3,407	0	0	0	0
12:15 PM	2	8	470	0	0	0	400	1	0	0	0	0	0	0	0	15	896	3,489	0	0	0	0
12:30 PM	4	10	429	0	0	0	418	7	0	0	0	0	0	0	0	15	883	3,382	0	0	0	0
12:45 PM	4	8	434	0	0	0	389	8	0	0	0	0	0	0	0	12	855	3,392	0	0	0	0
1:00 PM	5	6	392	0	0	0	442	3	0	0	0	0	0	0	0	7	855	3,423	0	0	0	0
1:15 PM	2	7	362	0	0	0	403	4	0	0	0	0	0	0	0	11	789	3,514	0	0	0	0
1:30 PM	2	10	424	0	0	0	447	3	0	0	0	0	0	0	0	7	893	3,707	0	0	0	0
1:45 PM	5	5	422	0	0	0	443	1	0	0	0	0	0	0	0	10	886	3,826	0	0	0	0
2:00 PM	3	5	445	0	0	0	478	3	0	0	0	0	0	0	1	11	946	4,033	0	0	0	0
2:15 PM	2	6	482	0	0	0	486	2	0	0	0	0	0	0	0	4	982	4,139	0	0	0	0
2:30 PM	2	5	532	0	0	0	468	0	0	0	0	0	0	0	0	5	1,012	4,383	0	0	0	1
2:45 PM	4	11	551	0	0	0	518	1	0	0	0	0	0	0	0	8	1,093	4,590	0	0	0	0
3:00 PM	3	4	545	0	0	0	494	0	0	0	0	0	0	0	0	6	1,052	4,651	0	0	0	0
3:15 PM	4	5	596	0	0	0	612	1	0	0	0	0	0	0	0	8	1,226	4,747	0	0	0	0
3:30 PM	3	8	657	0	0	0	542	3	0	0	0	0	0	0	0	6	1,219	4,743	0	0	0	0

3:45 PM	5	6	616	0	0	0	517	0	0	0	0	0	0	0	0	10	1,154	4,778	0	0	0	0
4:00 PM	4	4	615	0	0	0	514	1	0	0	0	0	0	0	0	10	1,148	4,830	0	0	0	0
4:15 PM	5	3	615	0	0	0	592	1	0	0	0	0	0	0	0	6	1,222	4,920	0	0	0	0
4:30 PM	1	2	670	0	0	0	573	2	0	0	0	0	0	0	0	6	1,254	5,006	0	0	0	0
4:45 PM	1	4	630	0	0	0	563	1	0	0	0	0	0	0	0	7	1,206	4,997	0	0	0	0
5:00 PM	2	1	677	0	0	0	545	0	0	0	0	0	0	0	0	13	1,238	4,831	0	0	0	0
5:15 PM	3	1	699	0	0	0	594	0	0	0	0	0	0	0	0	11	1,308		0	0	0	0
5:30 PM	0	4	716	0	0	0	504	4	0	0	0	0	0	0	0	17	1,245		0	0	0	1
5:45 PM	4	2	541	0	0	0	483	0	0	0	0	0	0	0	0	10	1,040		0	0	0	0

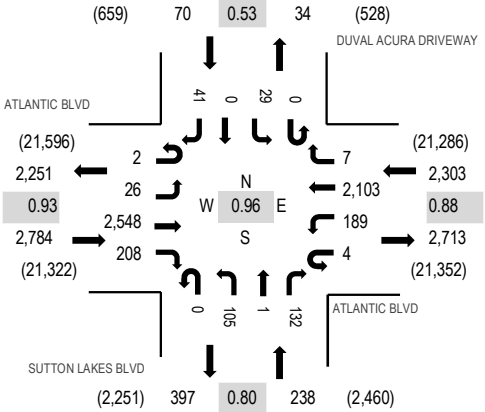
Peak Rolling Hour Flow Rates

	Eastbound				Westbound				Northbound				Southbound				
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6
Lights	7	8	2,662	0	0	0	2,244	3	0	0	0	0	0	0	0	37	4,961
Mediums	0	0	10	0	0	0	29	0	0	0	0	0	0	0	0	0	39
Total	7	8	2,676	0	0	0	2,275	3	0	0	0	0	0	0	0	37	5,006

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

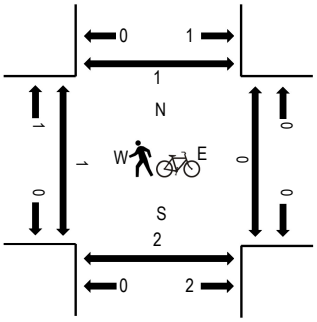
Location: 6 SUTTON LAKES BLVD & ATLANTIC BLVD AM
Date: Tuesday, February 8, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	ATLANTIC BLVD Eastbound				ATLANTIC BLVD Westbound				SUTTON LAKES BLVD Northbound				DUVAL ACURA DRIVEWAY Southbound				Rolling Hour		Pedestrian 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
7:00 AM	0	4	343	5	0	17	527	2	0	49	0	24	0	2	0	2	975	4,657	0	0	2	0
7:15 AM	0	5	362	11	0	3	701	1	0	61	1	47	0	1	0	4	1,197	4,787	0	0	0	0
7:30 AM	1	11	482	17	0	14	719	3	0	38	0	49	0	2	0	1	1,337	4,650	0	0	0	0
7:45 AM	0	9	452	24	0	7	581	1	0	41	0	29	0	1	0	3	1,148	4,480	0	0	1	0
8:00 AM	1	11	460	16	2	16	511	2	0	36	0	45	0	0	0	5	1,105	4,389	0	0	0	0
8:15 AM	1	7	427	25	3	9	517	0	0	31	0	33	0	2	1	4	1,060	4,161	0	0	0	0
8:30 AM	0	12	464	32	0	31	561	1	0	26	0	29	0	4	0	7	1,167	3,947	0	0	0	0
8:45 AM	1	14	431	16	1	28	479	0	0	34	1	43	0	5	0	4	1,057	3,735	0	0	0	0
9:00 AM	0	10	333	11	1	19	427	2	0	30	0	25	0	14	0	5	877	3,539	0	0	0	0
9:15 AM	0	11	298	16	4	20	433	2	0	28	0	28	0	3	0	3	846	3,446	0	0	0	0
9:30 AM	1	14	347	10	0	14	496	2	0	39	0	21	0	3	0	8	955	3,363	0	0	0	0
9:45 AM	2	14	334	15	1	12	413	1	0	25	11	23	0	4	0	6	861	3,225	0	0	0	0
10:00 AM	1	16	317	14	0	17	373	1	0	16	0	18	0	5	0	6	784	3,076	0	0	0	0
10:15 AM	1	8	331	9	0	10	359	2	0	14	0	15	0	2	0	12	763	3,070	0	0	0	0
10:30 AM	1	15	341	13	1	17	365	5	0	20	0	24	0	5	0	10	817	3,107	0	0	0	0
10:45 AM	1	9	306	9	1	15	311	3	0	19	1	22	0	5	0	10	712	3,031	0	0	0	0
11:00 AM	0	8	318	15	1	23	349	2	0	20	0	23	0	6	0	13	778	3,251	0	0	0	0
11:15 AM	0	9	312	12	1	18	399	0	0	19	0	17	0	4	1	8	800	3,266	0	0	0	0
11:30 AM	0	5	358	16	1	23	292	2	0	16	0	16	0	3	0	9	741	3,410	0	0	0	0
11:45 AM	0	13	392	18	2	23	423	4	1	15	0	28	0	5	1	7	932	3,584	0	0	0	0
12:00 PM	0	5	351	17	3	25	317	4	0	20	0	25	0	12	0	14	793	3,517	0	0	0	0
12:15 PM	0	7	460	19	3	17	386	2	0	15	0	19	0	5	0	11	944	3,632	0	0	1	0
12:30 PM	3	5	413	21	1	32	373	2	0	28	0	24	0	6	0	7	915	3,519	0	0	0	0
12:45 PM	0	12	384	19	4	19	349	2	0	29	1	31	0	6	0	9	865	3,534	0	0	0	0
1:00 PM	0	10	382	22	0	19	414	3	0	13	0	29	0	3	0	13	908	3,621	0	0	0	0
1:15 PM	1	17	334	20	1	24	387	3	0	11	1	18	0	6	0	8	831	3,669	0	0	0	0
1:30 PM	0	7	401	21	3	27	415	2	0	17	0	23	0	4	1	9	930	3,920	0	0	0	0
1:45 PM	1	12	392	30	1	28	412	2	0	27	0	27	0	12	0	8	952	4,086	0	0	0	0
2:00 PM	0	11	385	14	0	29	392	7	0	27	1	36	0	21	1	32	956	4,226	0	0	0	0
2:15 PM	0	15	466	35	0	30	454	3	0	18	0	39	0	7	0	15	1,082	4,456	0	0	0	0
2:30 PM	2	12	504	33	2	27	440	0	0	25	0	33	0	6	0	12	1,096	4,613	1	0	1	0
2:45 PM	2	20	484	28	0	28	441	2	0	37	0	33	0	5	0	12	1,092	4,882	0	0	0	0
3:00 PM	0	7	578	35	0	33	468	1	0	16	0	36	0	2	1	9	1,186	4,993	0	0	1	0
3:15 PM	1	8	548	39	1	32	544	1	0	23	0	27	0	5	1	9	1,239	5,098	0	0	0	0
3:30 PM	1	4	699	44	1	28	518	2	0	23	0	32	0	4	0	9	1,365	5,160	0	0	0	0

3:45 PM	0	9	571	42	0	33	459	2	0	19	1	40	0	14	0	13	1,203	5,196	0	0	0	0
4:00 PM	2	7	655	40	0	26	480	4	0	30	0	29	0	6	1	11	1,291	5,247	0	0	0	0
4:15 PM	1	5	584	47	0	46	541	2	0	24	0	34	0	9	2	6	1,301	5,344	0	1	0	0
4:30 PM	0	6	672	41	2	52	554	1	0	26	1	33	0	5	0	8	1,401	5,395	0	0	0	0
4:45 PM	0	9	545	65	0	55	499	3	0	26	0	35	0	10	0	7	1,254	5,360	0	0	0	0
5:00 PM	0	4	683	55	2	30	529	1	0	23	0	34	0	10	0	17	1,388	5,211	0	0	0	0
5:15 PM	2	7	648	47	0	52	521	2	0	30	0	30	0	4	0	9	1,352		1	0	1	1
5:30 PM	2	8	701	48	0	41	483	0	0	23	0	43	0	8	0	9	1,366		0	0	0	0
5:45 PM	1	9	499	38	2	46	426	1	0	23	0	41	0	4	1	14	1,105		0	0	0	0

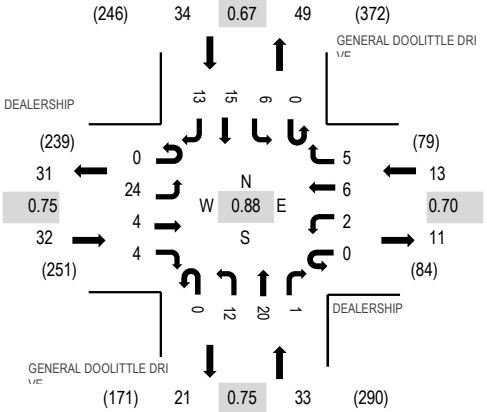
Peak Rolling Hour Flow Rates

	Eastbound				Westbound				Northbound				Southbound				
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	1	3	0	0	0	2	0	0	0	0	0	0	0	0	0	6
Lights	2	25	2,538	207	4	189	2,075	7	0	103	1	132	0	29	0	41	5,353
Mediums	0	0	7	1	0	0	26	0	0	2	0	0	0	0	0	0	36
Total	2	26	2,548	208	4	189	2,103	7	0	105	1	132	0	29	0	41	5,395

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

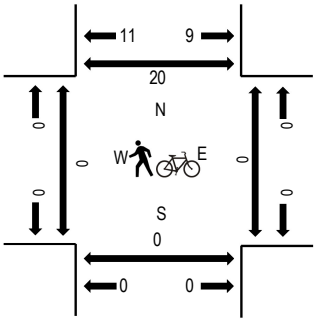
Location: 7 GENERAL DOOLITTLE DRIVE & DEALERSHIP AM
Date: Tuesday, February 8, 2022
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 01:00 PM - 01:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	DEALERSHIP Eastbound				DEALERSHIP Westbound				GENERAL DOOLITTLE DRIVE Northbound				GENERAL DOOLITTLE DRIVE Southbound					Rolling Hour	Pedestrian 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
7:00 AM	0	3	0	0	0	0	0	0	0	1	4	0	0	1	0	0	9	50	0	0	0	2
7:15 AM	0	7	0	1	0	0	0	0	0	3	2	0	0	0	1	1	15	55	0	0	0	0
7:30 AM	0	4	0	0	0	0	0	0	0	3	1	0	0	0	0	0	8	50	0	0	0	0
7:45 AM	0	7	0	0	0	0	0	2	0	3	5	0	0	1	0	0	18	68	0	0	0	2
8:00 AM	0	5	0	0	0	0	0	0	0	2	4	0	0	0	2	1	14	66	0	0	0	3
8:15 AM	0	1	2	0	0	0	0	0	0	1	6	0	0	0	0	0	10	71	0	0	0	1
8:30 AM	0	5	2	2	0	0	4	0	0	4	5	0	0	0	2	2	26	71	0	0	0	1
8:45 AM	0	4	0	0	0	0	0	0	0	3	8	1	0	0	0	0	16	60	0	0	0	4
9:00 AM	0	5	1	2	0	0	2	0	0	4	2	0	0	0	2	1	19	64	0	0	0	2
9:15 AM	0	2	1	0	0	0	0	1	0	3	3	0	0	0	0	0	10	70	0	0	0	0
9:30 AM	0	4	1	0	0	0	0	0	0	2	3	1	0	0	3	1	15	75	0	0	0	5
9:45 AM	0	6	0	0	0	0	0	0	0	3	7	0	1	0	2	1	20	77	0	0	0	1
10:00 AM	0	6	1	1	0	0	0	0	0	2	7	0	1	0	6	1	25	68	0	0	2	3
10:15 AM	0	2	0	1	0	0	0	1	0	2	7	0	1	1	0	0	15	61	0	0	1	6
10:30 AM	0	5	0	0	0	0	1	0	0	2	4	0	0	0	5	0	17	58	0	0	0	1
10:45 AM	0	0	1	0	0	0	0	1	0	5	3	1	0	0	0	0	11	64	0	0	0	1
11:00 AM	0	4	1	1	0	0	1	2	0	2	1	0	0	1	3	2	18	73	0	0	0	1
11:15 AM	0	0	2	0	0	1	2	1	0	1	2	0	0	0	3	0	12	79	0	0	0	5
11:30 AM	0	6	1	2	0	0	4	1	0	1	1	0	0	4	0	3	23	90	0	0	0	2
11:45 AM	0	0	0	0	0	1	0	1	0	1	8	2	0	0	3	4	20	96	0	0	3	3
12:00 PM	0	5	3	0	0	1	2	0	0	1	5	0	0	1	4	2	24	98	0	0	0	3
12:15 PM	0	3	0	0	0	0	2	1	0	1	7	2	0	0	3	4	23	106	0	0	0	5
12:30 PM	0	6	2	1	0	1	2	2	0	0	6	0	0	3	3	3	29	112	0	0	0	10
12:45 PM	0	3	0	0	0	0	1	0	0	4	3	0	0	2	5	4	22	108	0	0	0	4
1:00 PM	0	6	1	2	0	0	2	3	0	5	6	1	0	1	3	2	32	106	0	0	0	5
1:15 PM	0	9	1	1	0	1	1	0	0	3	5	0	0	0	4	4	29	98	0	0	0	1
1:30 PM	0	3	1	3	0	0	1	0	1	3	3	0	0	2	3	5	25	83	0	0	0	4
1:45 PM	0	4	1	1	0	0	0	1	0	5	4	0	0	1	1	2	20	78	0	0	0	4
2:00 PM	0	6	0	0	0	0	2	0	0	5	5	0	0	1	3	2	24	80	0	0	0	5
2:15 PM	0	3	1	0	0	1	0	0	0	1	1	0	0	4	1	2	14	80	0	0	0	2
2:30 PM	0	4	0	2	0	2	1	0	0	1	4	0	0	2	1	3	20	83	0	0	3	5
2:45 PM	0	6	1	0	0	0	0	0	0	5	5	0	0	0	3	2	22	89	0	0	0	4
3:00 PM	0	5	1	0	0	0	1	0	0	2	5	0	0	1	7	2	24	95	0	0	0	4
3:15 PM	0	4	1	1	0	1	0	0	0	0	3	0	0	1	6	0	17	92	0	0	0	0
3:30 PM	0	2	1	4	0	0	1	0	0	6	5	0	0	3	2	2	26	91	0	0	0	3

3:45 PM	0	6	0	0	0	0	0	2	0	3	2	0	0	4	1	10	28	81	0	1	1	1
4:00 PM	0	5	1	0	0	0	1	2	0	1	0	0	0	2	3	6	21	70	0	0	0	1
4:15 PM	0	3	2	3	0	1	1	1	0	1	0	0	0	1	2	1	16	71	0	0	0	1
4:30 PM	0	5	0	0	0	2	0	0	0	1	3	0	0	1	4	0	16	84	0	0	0	2
4:45 PM	0	3	0	1	0	2	0	1	0	3	4	0	0	0	3	0	17	89	0	0	0	4
5:00 PM	0	1	0	1	0	1	0	0	0	4	3	1	0	0	4	7	22	96	0	0	0	0
5:15 PM	0	6	3	3	0	1	1	1	0	4	1	0	0	1	5	3	29		0	0	0	2
5:30 PM	0	2	2	0	0	0	1	0	0	5	3	0	0	0	3	5	21		0	0	0	4
5:45 PM	0	2	1	4	0	4	1	0	0	1	1	0	0	0	7	3	24		0	0	0	3

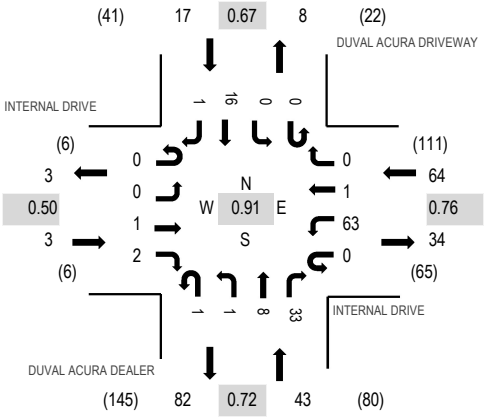
Peak Rolling Hour Flow Rates

	Eastbound				Westbound				Northbound				Southbound				
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3
Lights	0	23	4	4	0	2	6	5	0	12	20	1	0	6	13	13	109
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	24	4	4	0	2	6	5	0	12	20	1	0	6	15	13	112

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

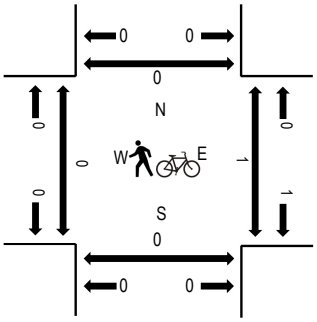
Location: 2 DUVAL ACURA DEALER & INTERNAL DRIVE PM
Date: Thursday, April 8, 2021
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	INTERNAL DRIVE Eastbound				INTERNAL DRIVE Westbound				DUVAL ACURA DEALER Northbound				DUVAL ACURA DRIVEWAY Southbound					Rolling Hour	Pedestrian 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	0	0	0	0	0	14	0	1	0	0	4	4	0	1	4	0	28	111	0	0	0	0
4:15 PM	0	0	0	1	0	9	0	0	0	1	2	6	0	2	7	0	28	115	1	0	2	0
4:30 PM	0	0	0	0	1	7	0	1	0	0	3	8	0	0	6	0	26	117	0	0	0	0
4:45 PM	0	2	0	0	0	12	2	0	0	0	1	8	0	1	3	0	29	121	1	0	0	0
5:00 PM	0	0	0	1	0	21	0	0	0	0	1	5	0	0	3	1	32	127	0	0	0	0
5:15 PM	0	0	0	1	0	14	0	0	0	0	3	8	0	0	4	0	30		0	0	0	0
5:30 PM	0	0	0	0	0	14	1	0	1	0	2	8	0	0	4	0	30		0	1	0	0
5:45 PM	0	0	1	0	0	14	0	0	0	1	2	12	0	0	5	0	35		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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	1	2	0	61	1	0	1	1	8	33	0	0	16	1	125
Mediums	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	1	2	0	63	1	0	1	1	8	33	0	0	16	1	127

Appendix C:

FDOT Peak Season Factors

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7200 DUVAL COUNTYWIDE

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.03	1.05
2	01/06/2019 - 01/12/2019	1.04	1.06
3	01/13/2019 - 01/19/2019	1.05	1.07
4	01/20/2019 - 01/26/2019	1.04	1.06
5	01/27/2019 - 02/02/2019	1.03	1.05
6	02/03/2019 - 02/09/2019	1.01	1.03
7	02/10/2019 - 02/16/2019	1.00	1.02
8	02/17/2019 - 02/23/2019	1.00	1.02
9	02/24/2019 - 03/02/2019	0.99	1.01
*10	03/03/2019 - 03/09/2019	0.98	1.00
*11	03/10/2019 - 03/16/2019	0.98	1.00
*12	03/17/2019 - 03/23/2019	0.97	0.99
*13	03/24/2019 - 03/30/2019	0.97	0.99
*14	03/31/2019 - 04/06/2019	0.97	0.99
*15	04/07/2019 - 04/13/2019	0.97	0.99
*16	04/14/2019 - 04/20/2019	0.97	0.99
*17	04/21/2019 - 04/27/2019	0.97	0.99
*18	04/28/2019 - 05/04/2019	0.98	1.00
*19	05/05/2019 - 05/11/2019	0.98	1.00
*20	05/12/2019 - 05/18/2019	0.99	1.01
*21	05/19/2019 - 05/25/2019	0.99	1.01
*22	05/26/2019 - 06/01/2019	0.99	1.01
23	06/02/2019 - 06/08/2019	0.99	1.01
24	06/09/2019 - 06/15/2019	0.99	1.01
25	06/16/2019 - 06/22/2019	0.99	1.01
26	06/23/2019 - 06/29/2019	1.00	1.02
27	06/30/2019 - 07/06/2019	1.00	1.02
28	07/07/2019 - 07/13/2019	1.01	1.03
29	07/14/2019 - 07/20/2019	1.01	1.03
30	07/21/2019 - 07/27/2019	1.01	1.03
31	07/28/2019 - 08/03/2019	1.00	1.02
32	08/04/2019 - 08/10/2019	0.99	1.01
33	08/11/2019 - 08/17/2019	0.99	1.01
34	08/18/2019 - 08/24/2019	1.00	1.02
35	08/25/2019 - 08/31/2019	1.02	1.04
36	09/01/2019 - 09/07/2019	1.03	1.05
37	09/08/2019 - 09/14/2019	1.05	1.07
38	09/15/2019 - 09/21/2019	1.06	1.08
39	09/22/2019 - 09/28/2019	1.04	1.06
40	09/29/2019 - 10/05/2019	1.02	1.04
41	10/06/2019 - 10/12/2019	1.00	1.02
42	10/13/2019 - 10/19/2019	0.98	1.00
43	10/20/2019 - 10/26/2019	0.99	1.01
44	10/27/2019 - 11/02/2019	1.00	1.02
45	11/03/2019 - 11/09/2019	1.01	1.03
46	11/10/2019 - 11/16/2019	1.03	1.05
47	11/17/2019 - 11/23/2019	1.03	1.05
48	11/24/2019 - 11/30/2019	1.03	1.05
49	12/01/2019 - 12/07/2019	1.03	1.05
50	12/08/2019 - 12/14/2019	1.03	1.05
51	12/15/2019 - 12/21/2019	1.03	1.05
52	12/22/2019 - 12/28/2019	1.04	1.06
53	12/29/2019 - 12/31/2019	1.05	1.07

* PEAK SEASON

Appendix D:

Signal Timing Data

Traffic Signal Controller Parameters 2/16/2022
Duval County, City of Jacksonville, Florida

Intersection: Atlantic & Mindanao **Controller Type: Naztec** Int # 1337

Time of Day Events

Day	Time	Cycle	Offset	Split	Lag LT
M-TH	12:00 AM	FREE			
M-TH	5:30 AM	1	1	1	
M-TH	9:00 AM	2	1	2	
M-TH	2:30 PM	3	1	3	
M-TH	6:30 PM	2	1	2	
M-TH	7:30 PM	4	1	4	
M-TH	10:00 PM	FREE			
SAT	12:00 AM	FREE			
SAT	7:00 AM	4	1	4	
SAT	8:30 AM	5	1	5	
SAT	2:00 PM	6	1	6	
SAT	6:00 PM	2	1	2	
SAT	8:30 PM	4	1	4	
SAT	11:00 PM	FREE	1	2	
SUN	12:00 AM	FREE			
SUN	9:00 AM	4	1	4	
SUN	11:30 AM	5	1	5	
SUN	8:00 PM	4	1	4	
SUN	10:00 PM	FREE			

Phase Allocations

Plan	AM	MD	PM	NT	Sat Pk	Sat OP	N/U	N/U
Pattern	1	2	3	4	5	6	8	
Length	190	160	200	130	190	190		
Offset	52	96	61	53	183	3		
Seq	1	1	1	1	1	1		
Cord Ph	2	2	2	2	2	2		
Seconds Per Cycle								
1	18	20	18	17	23	24		
2	124	92	134	65	119	118		
3	0	0	0	0	0	0		
4	48	48	48	48	48	48		
5	18	19	18	17	20	20		
6	124	93	134	65	122	122		
7	0	0	0	0	0	0		
8	48	48	48	48	48	48		
Max Rcl								

Comm. Settings

Sys ID	59
IP	172.27.16.11
Host	161.243.7.24
Mask	255.255.255.0
Gateway	172.27.16.1
Port	5011

Phase Times

		INT	EXT	AMB	RED	MX1	WLK	DW
WLT	PHASE 1	3	3	4.8	2	20		
EA	PHASE 2	18	2.5	4.8	2	50	7	22
	PHASE 3							
SA	PHASE 4	3	3	3.7	2.9	35	7	34
ELT	PHASE 5	3	3	4.8	2	30		
WA	PHASE 6	18	2.5	4.8	2	50	7	20
	PHASE 7							
NA	PHASE 8	3	3	3.7	2.9	35	7	32

Note:

Sequence

1	2		4
5	6		8

Traffic Signal Controller Parameters Rev 10/2016
Duval County, City of Jacksonville, Florida

Intersection: Atlantic & Sutton Lakes **Controller Type: Naztec** Int # 1279

Time of Day Events

Day	Time	Cycle	Offset	Split	Lag LT
M-TH	12:00 AM	FREE			
M-TH	5:30 AM	1	1	1	
M-TH	9:00 AM	2	1	2	
M-TH	2:30 PM	3	1	3	
M-TH	6:30 PM	2	1	2	
M-TH	7:30 PM	4	1	4	
M-TH	10:00 PM	FREE			
SAT	12:00 AM	FREE			
SAT	7:00 AM	4	1	4	
SAT	8:30 AM	5	1	5	
SAT	2:00 PM	6	1	6	
SAT	6:00 PM	2	1	2	
SAT	8:30 PM	4	1	4	
SAT	11:00 PM	FREE	1	2	
SUN	12:00 AM	FREE			
SUN	9:00 AM	4	1	4	
SUN	11:30 AM	5	1	5	
SUN	8:00 PM	4	1	4	
SUN	10:00 PM	FREE			

Phase Allocations

Plan	AM	MD	PM	NT	Sat Pk	Sat OP	N/U	N/U
Pattern	1	2	3	4	5	6	8	
Length	190	160	200	130	190	190		
Offset	167	44	147	122	90	98		
Seq	1	1	1	1	1	1		
Cord Ph	2	2	2	2	2	2		
Seconds Per Cycle								
1	18	18	18	18	19	18		
2	124	90	130	60	119	133		
3	0	0	0	0	0	0		
4	48	52	52	52	52	39		
5	18	23	25	19	26	38		
6	124	85	123	59	112	113		
7	0	0	0	0	0	0		
8	48	52	52	52	52	39		
Max Rcl								

Comm. Settings

Sys ID	58
IP	172.27.16.10
Host	161.243.7.24
Mask	255.255.255.0
Gateway	172.27.16.1
Port	5011

Phase Times

		INT	EXT	AMB	RED	MX1	WLK	DW
WLT	PHASE 1	3	3	4.8	2	20		
EA	PHASE 2	18	3	4.8	2	50	7	26
	PHASE 3							
SA	PHASE 4	4	4	3.7	3.4	35	7	37
ELT	PHASE 5	3	3	4.8	2	30		
WA	PHASE 6	18	3	4.8	2	50	7	31
	PHASE 7							
NA	PHASE 8	4	3	3.7	3.4	35	7	38

Sequence

1	2		4
5	6		8

Note:

Appendix E:

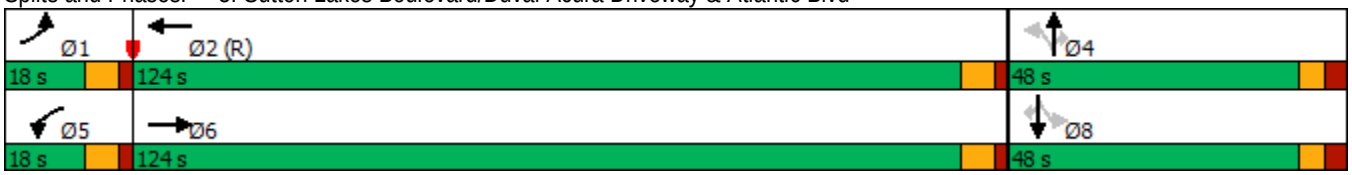
Intersection Analysis Sheets: Existing Conditions

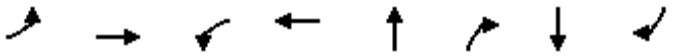
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	31	1688	42	2604	195	1	153	6	0	10
Future Volume (vph)	31	1688	42	2604	195	1	153	6	0	10
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases					4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	3.0	18.0	3.0	18.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.8	44.8	9.8	39.8	51.1	51.1	51.1	52.1	52.1	52.1
Total Split (s)	18.0	124.0	18.0	124.0	48.0	48.0	48.0	48.0	48.0	48.0
Total Split (%)	9.5%	65.3%	9.5%	65.3%	25.3%	25.3%	25.3%	25.3%	25.3%	25.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	3.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		7.1	7.1		7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 167 (88%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

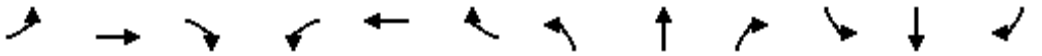
Splits and Phases: 3: Sutton Lakes Boulevard/Duval Acura Driveway & Atlantic Blvd





Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	34	1899	46	2838	213	166	7	11
v/c Ratio	0.41	0.56	0.51	0.82	0.86	0.43	0.05	0.04
Control Delay	93.9	24.3	107.1	27.2	104.5	25.7	61.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.9	24.3	107.1	27.2	104.5	25.7	61.5	0.2
Queue Length 50th (ft)	42	467	57	960	260	58	7	0
Queue Length 95th (ft)	85	767	108	1130	360	134	24	0
Internal Link Dist (ft)		2395		1279	578		127	
Turn Bay Length (ft)	195		355					
Base Capacity (vph)	106	3395	106	3465	292	432	154	337
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.56	0.43	0.82	0.73	0.38	0.05	0.03

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1688	59	42	2604	7	195	1	153	6	0	10
Future Volume (veh/h)	31	1688	59	42	2604	7	195	1	153	6	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1826	1900	1885	1693	1885	1900	1885	1900	1900	1604
Adj Flow Rate, veh/h	34	1835	57	46	2830	7	212	1	150	7	0	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	5	0	1	14	1	0	1	0	0	20
Cap, veh/h	44	3532	110	59	3723	9	275	1	262	328	0	223
Arrive On Green	0.02	0.69	0.69	0.03	0.70	0.70	0.16	0.16	0.16	0.16	0.00	0.16
Sat Flow, veh/h	1810	5088	158	1810	5300	13	1442	7	1598	1764	0	1359
Grp Volume(v), veh/h	34	1227	665	46	1831	1006	213	0	150	7	0	10
Grp Sat Flow(s),veh/h/ln	1810	1702	1842	1810	1716	1882	1449	0	1598	1764	0	1359
Q Serve(g_s), s	3.5	32.8	32.8	4.8	64.7	64.9	26.7	0.0	16.5	0.0	0.0	1.2
Cycle Q Clear(g_c), s	3.5	32.8	32.8	4.8	64.7	64.9	27.3	0.0	16.5	0.6	0.0	1.2
Prop In Lane	1.00		0.09	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	2363	1278	59	2410	1322	276	0	262	328	0	223
V/C Ratio(X)	0.77	0.52	0.52	0.78	0.76	0.76	0.77	0.00	0.57	0.02	0.00	0.04
Avail Cap(c_a), veh/h	107	2363	1278	107	2410	1322	349	0	344	401	0	293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	92.1	13.9	13.9	91.2	18.0	18.1	77.7	0.0	73.2	66.6	0.0	66.8
Incr Delay (d2), s/veh	23.9	0.8	1.5	19.2	2.3	4.2	9.3	0.0	2.8	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	12.4	13.6	2.6	24.7	27.8	11.0	0.0	7.1	0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	116.0	14.7	15.4	110.5	20.4	22.2	87.0	0.0	76.0	66.6	0.0	66.9
LnGrp LOS	F	B	B	F	C	C	F	A	E	E	A	E
Approach Vol, veh/h		1926			2883			363			17	
Approach Delay, s/veh		16.8			22.5			82.5			66.8	
Approach LOS		B			C			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	140.3		38.3	13.0	138.7		38.3				
Change Period (Y+Rc), s	6.8	6.8		* 7.1	6.8	6.8		* 7.1				
Max Green Setting (Gmax), s	11.2	117.2		* 41	11.2	117.2		* 41				
Max Q Clear Time (g_c+I1), s	5.5	66.9		29.3	6.8	34.8		3.2				
Green Ext Time (p_c), s	0.0	38.0		1.9	0.0	22.4		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		24.7
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

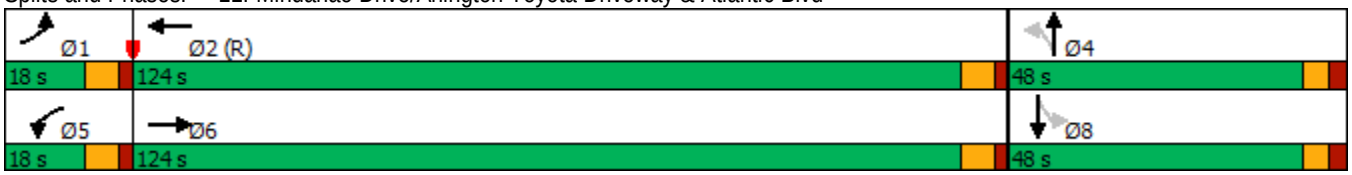
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

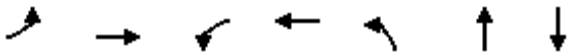
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	36	1776	21	2744	59	8	4	1
Future Volume (vph)	36	1776	21	2744	59	8	4	1
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	3.0	18.0	3.0	18.0	3.0	3.0	3.0	3.0
Minimum Split (s)	9.8	33.8	9.8	35.8	47.6	47.6	45.6	45.6
Total Split (s)	18.0	124.0	18.0	124.0	48.0	48.0	48.0	48.0
Total Split (%)	9.5%	65.3%	9.5%	65.3%	25.3%	25.3%	25.3%	25.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.9	2.9	2.9	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.6	6.6		6.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	C-Min	Min	Min	Min	Min

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 52 (27%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 11: Mindanao Drive/Arlington Toyota Driveway & Atlantic Blvd

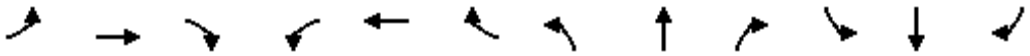




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	39	1968	23	2996	64	59	18
v/c Ratio	0.43	0.48	0.32	0.75	0.62	0.36	0.15
Control Delay	101.4	7.4	119.0	5.6	109.5	29.7	42.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.4	7.4	119.0	5.6	109.5	29.7	42.8
Queue Length 50th (ft)	48	295	31	80	79	11	6
Queue Length 95th (ft)	94	395	m38	658	135	62	35
Internal Link Dist (ft)		937		337		441	500
Turn Bay Length (ft)	150				195		
Base Capacity (vph)	110	4083	101	4021	308	394	339
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.48	0.23	0.75	0.21	0.15	0.05

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1776	35	21	2744	12	59	8	46	4	1	12
Future Volume (veh/h)	36	1776	35	21	2744	12	59	8	46	4	1	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1826	1885	1781	1900	1900	1870	1530	1900	1900
Adj Flow Rate, veh/h	39	1930	34	23	2983	12	64	9	45	4	1	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	5	1	8	0	0	2	25	0	0
Cap, veh/h	51	4211	74	29	4255	17	120	17	85	34	16	65
Arrive On Green	0.03	0.82	0.82	0.02	0.80	0.80	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1810	5165	91	1739	5291	21	1423	275	1377	178	263	1058
Grp Volume(v), veh/h	39	1272	692	23	1933	1062	64	0	54	17	0	0
Grp Sat Flow(s),veh/h/ln	1810	1702	1852	1739	1716	1881	1423	0	1652	1498	0	0
Q Serve(g_s), s	4.1	20.9	21.0	2.5	48.0	48.2	3.2	0.0	6.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.1	20.9	21.0	2.5	48.0	48.2	9.2	0.0	6.0	6.0	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.01	1.00		0.83	0.24		0.71
Lane Grp Cap(c), veh/h	51	2776	1510	29	2759	1513	120	0	102	116	0	0
V/C Ratio(X)	0.77	0.46	0.46	0.79	0.70	0.70	0.54	0.00	0.53	0.15	0.00	0.00
Avail Cap(c_a), veh/h	107	2776	1510	103	2759	1513	342	0	360	360	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	91.7	5.2	5.2	93.1	8.3	8.4	88.1	0.0	86.5	84.5	0.0	0.0
Incr Delay (d2), s/veh	21.5	0.1	0.2	36.6	1.5	2.7	3.7	0.0	4.2	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	6.3	6.9	1.4	15.6	17.7	3.3	0.0	2.7	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.2	5.3	5.3	129.7	9.9	11.1	91.8	0.0	90.7	85.1	0.0	0.0
LnGrp LOS	F	A	A	F	A	B	F	A	F	F	A	A
Approach Vol, veh/h		2003			3018			118			17	
Approach Delay, s/veh		7.4			11.2			91.3			85.1	
Approach LOS		A			B			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	159.6		18.3	10.0	161.7		18.3				
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	11.2	117.2		* 41	11.2	117.2		* 41				
Max Q Clear Time (g_c+I1), s	6.1	50.2		11.2	4.5	23.0		8.0				
Green Ext Time (p_c), s	0.0	42.1		0.5	0.0	17.7		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		11.8
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

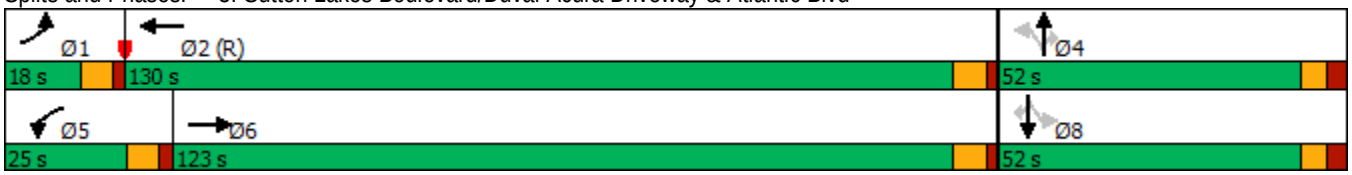
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

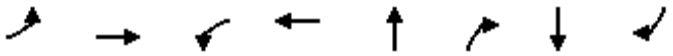
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	31	2530	186	2136	109	1	135	31	3	33
Future Volume (vph)	31	2530	186	2136	109	1	135	31	3	33
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases					4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	3.0	18.0	3.0	18.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.8	44.8	9.8	39.8	51.1	51.1	51.1	52.1	52.1	52.1
Total Split (s)	18.0	123.0	25.0	130.0	52.0	52.0	52.0	52.0	52.0	52.0
Total Split (%)	9.0%	61.5%	12.5%	65.0%	26.0%	26.0%	26.0%	26.0%	26.0%	26.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	3.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		7.1	7.1		7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 147 (74%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 3: Sutton Lakes Boulevard/Duval Acura Driveway & Atlantic Blvd

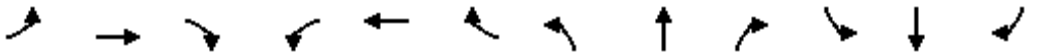




Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	34	2966	202	2333	119	147	37	36
v/c Ratio	0.41	0.99	0.63	0.62	0.75	0.52	0.31	0.13
Control Delay	113.5	62.5	85.8	15.0	110.9	33.8	84.0	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	113.5	62.5	85.8	15.0	110.9	33.8	84.0	0.9
Queue Length 50th (ft)	43	1498	252	533	154	58	45	0
Queue Length 95th (ft)	m59	#1556	#384	708	227	136	85	0
Internal Link Dist (ft)		2382		1279	578		127	
Turn Bay Length (ft)	195		355					
Base Capacity (vph)	104	3001	323	3758	290	431	220	436
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.99	0.63	0.62	0.41	0.34	0.17	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	2530	199	186	2136	10	109	1	135	31	3	33
Future Volume (veh/h)	31	2530	199	186	2136	10	109	1	135	31	3	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1885	1870	1870	1900	1856	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	34	2750	194	202	2322	10	118	1	133	34	3	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	1	2	2	0	3	0	1	0	0	0
Cap, veh/h	44	3435	236	162	4019	17	194	1	169	200	16	171
Arrive On Green	0.02	0.70	0.70	0.09	0.77	0.77	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1810	4912	338	1781	5248	23	1487	13	1593	1560	153	1606
Grp Volume(v), veh/h	34	1900	1044	202	1506	826	119	0	133	37	0	33
Grp Sat Flow(s),veh/h/ln	1810	1716	1819	1781	1702	1866	1500	0	1593	1713	0	1606
Q Serve(g_s), s	3.7	74.7	81.0	18.2	37.2	37.2	11.4	0.0	16.3	0.0	0.0	3.8
Cycle Q Clear(g_c), s	3.7	74.7	81.0	18.2	37.2	37.2	15.1	0.0	16.3	3.7	0.0	3.8
Prop In Lane	1.00		0.19	1.00		0.01	0.99		1.00	0.92		1.00
Lane Grp Cap(c), veh/h	44	2399	1272	162	2607	1429	195	0	169	217	0	171
V/C Ratio(X)	0.77	0.79	0.82	1.25	0.58	0.58	0.61	0.00	0.79	0.17	0.00	0.19
Avail Cap(c_a), veh/h	101	2399	1272	162	2607	1429	365	0	358	390	0	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	97.0	20.3	21.2	90.9	9.8	9.8	86.3	0.0	87.1	81.5	0.0	81.5
Incr Delay (d2), s/veh	23.9	2.8	6.0	151.8	0.9	1.7	4.3	0.0	10.8	0.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	28.9	34.4	15.2	13.1	14.7	6.3	0.0	7.3	1.8	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	120.9	23.1	27.3	242.7	10.8	11.6	90.6	0.0	97.9	81.9	0.0	82.1
LnGrp LOS	F	C	C	F	B	B	F	A	F	F	A	F
Approach Vol, veh/h		2978			2534			252			70	
Approach Delay, s/veh		25.6			29.5			94.5			82.0	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	160.0		28.4	25.0	146.6		28.4				
Change Period (Y+Rc), s	6.8	6.8		* 7.1	6.8	6.8		* 7.1				
Max Green Setting (Gmax), s	11.2	123.2		* 45	18.2	116.2		* 45				
Max Q Clear Time (g_c+I1), s	5.7	39.2		18.3	20.2	83.0		5.8				
Green Ext Time (p_c), s	0.0	35.8		1.7	0.0	28.3		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		31.0
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

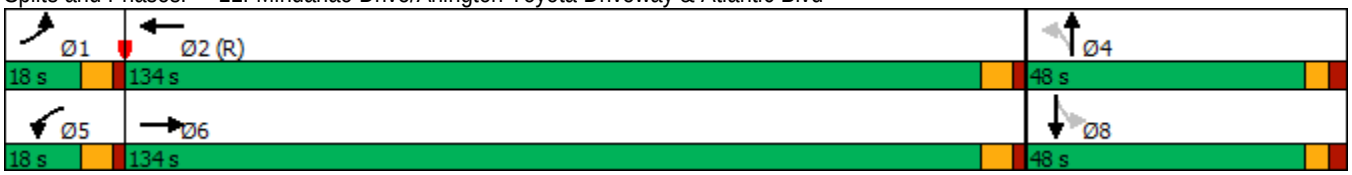
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

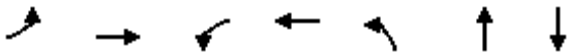
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	46	2553	57	2374	75	7	25	13
Future Volume (vph)	46	2553	57	2374	75	7	25	13
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	3.0	18.0	3.0	18.0	3.0	3.0	3.0	3.0
Minimum Split (s)	9.8	33.8	9.8	35.8	47.6	47.6	45.6	45.6
Total Split (s)	18.0	134.0	18.0	134.0	48.0	48.0	48.0	48.0
Total Split (%)	9.0%	67.0%	9.0%	67.0%	24.0%	24.0%	24.0%	24.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.9	2.9	2.9	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.6	6.6		6.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Min	None	C-Min	Min	Min	Min	Min

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 61 (31%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 11: Mindanao Drive/Arlington Toyota Driveway & Atlantic Blvd





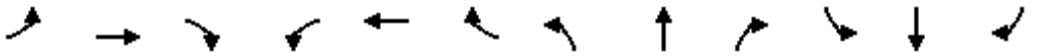
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	50	2912	62	2600	82	75	114
v/c Ratio	0.51	0.77	0.57	0.67	1.17	0.36	0.69
Control Delay	108.8	18.0	101.1	28.8	232.7	24.1	76.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.8	18.0	101.1	28.8	232.7	24.1	76.6
Queue Length 50th (ft)	65	773	75	1063	~127	10	96
Queue Length 95th (ft)	116	1022	m123	1264	#220	67	171
Internal Link Dist (ft)		937		344		441	390
Turn Bay Length (ft)	150				195		
Base Capacity (vph)	110	3804	116	3901	162	387	330
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.77	0.53	0.67	0.51	0.19	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	2553	126	57	2374	18	75	7	62	25	13	67
Future Volume (veh/h)	46	2553	126	57	2374	18	75	7	62	25	13	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1885	1841	1870	1900	1826	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	50	2775	124	62	2580	18	82	8	60	27	14	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	1	4	2	0	5	0	2	0	0	0
Cap, veh/h	64	3757	166	77	3934	27	133	22	162	52	33	99
Arrive On Green	0.04	0.74	0.74	0.04	0.75	0.75	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1810	5053	223	1753	5231	36	1288	193	1447	262	295	882
Grp Volume(v), veh/h	50	1871	1028	62	1678	920	82	0	68	106	0	0
Grp Sat Flow(s),veh/h/ln	1810	1716	1845	1753	1702	1864	1288	0	1640	1438	0	0
Q Serve(g_s), s	5.5	61.5	64.5	7.0	48.2	48.4	4.9	0.0	7.7	7.2	0.0	0.0
Cycle Q Clear(g_c), s	5.5	61.5	64.5	7.0	48.2	48.4	19.8	0.0	7.7	14.9	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.02	1.00		0.88	0.25		0.61
Lane Grp Cap(c), veh/h	64	2551	1372	77	2560	1402	133	0	183	183	0	0
V/C Ratio(X)	0.79	0.73	0.75	0.81	0.66	0.66	0.61	0.00	0.37	0.58	0.00	0.00
Avail Cap(c_a), veh/h	101	2551	1372	98	2560	1402	256	0	339	332	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	95.7	14.5	14.8	94.8	12.1	12.1	89.1	0.0	82.3	85.5	0.0	0.0
Incr Delay (d2), s/veh	18.7	1.1	2.2	30.9	1.3	2.4	4.5	0.0	1.2	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	22.3	25.7	3.8	17.4	19.5	4.4	0.0	3.4	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.4	15.5	17.1	125.7	13.4	14.6	93.6	0.0	83.6	88.3	0.0	0.0
LnGrp LOS	F	B	B	F	B	B	F	A	F	F	A	A
Approach Vol, veh/h		2949			2660			150			106	
Approach Delay, s/veh		17.7			16.4			89.1			88.3	
Approach LOS		B			B			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.8	157.2		29.0	15.5	155.5		29.0				
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	11.2	127.2		* 41	11.2	127.2		* 41				
Max Q Clear Time (g_c+I1), s	7.5	50.4		21.8	9.0	66.5		16.9				
Green Ext Time (p_c), s	0.0	33.3		0.6	0.0	37.7		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		20.3
HCM 6th LOS		C

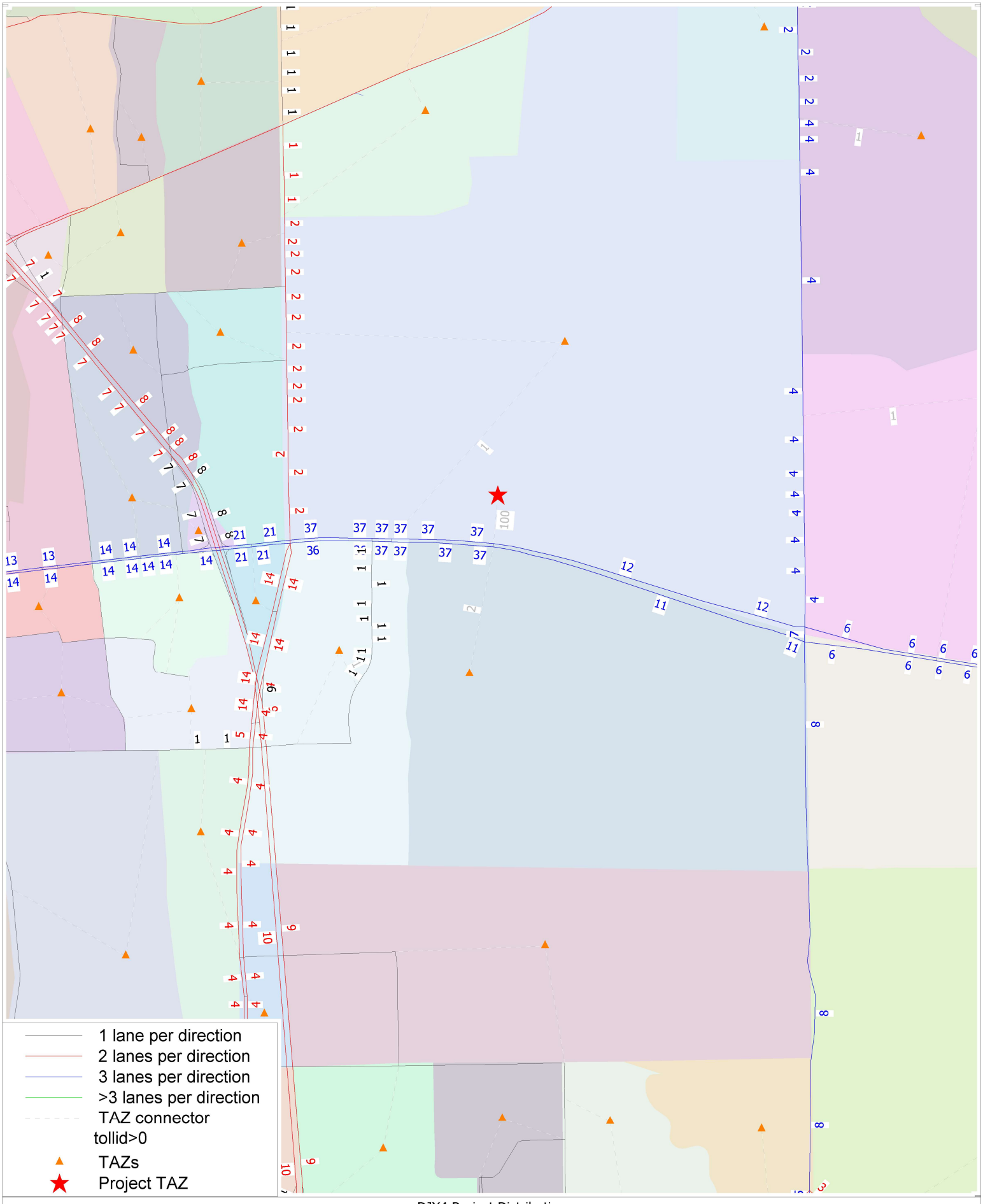
Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix F:

NERPM Output



DJX4 Project Distribution
NEPRMAB1v3 Year 2020 Network
C:\FSUTMS\D2\NERPMAB1v3\Master\Base2010\DJX4\output\LOADED_CombinedPeriods.NET 4/13/2021 8:14 AM

cube

Appendix G:

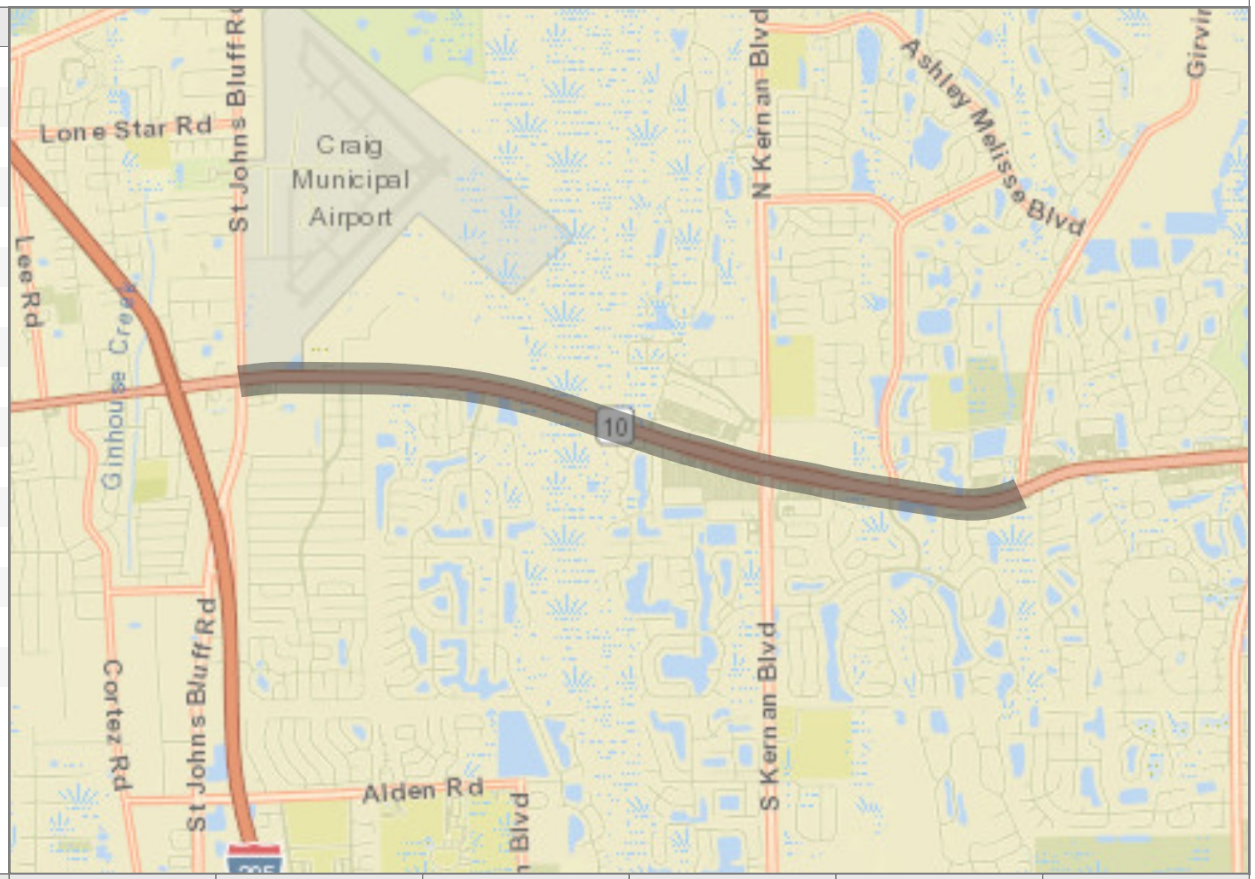
FDOT LOS Report

US 90A / Atlantic Blvd. from St Johns Bluff Rd to Girvin Rd

Attribute	Value
Segment ID:	376
Segment Length (miles):	3.064 mi
Location:	Jacksonville
County:	Duval
Roadway ID:	72100000
Begin MP:	7.953
End MP:	11.017
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=30.3215982661861,-81.4979967278596



Projected Values	2020	2025	2030	2035	2040	2045
Number of Lanes	6	6	6	6	6	6
AADT	50,252	65,882	69,324	72,765	76,207	79,649
Peak Hour Maximum Service Volume at LOS Standard	5,390	5,390	5,390	5,390	5,390	5,390
Peak Hour Traffic Volume	4,523	5,929	6,239	6,549	6,859	7,168
Peak Hour LOS	C	F	F	F	F	F

Notes:

Appendix H:

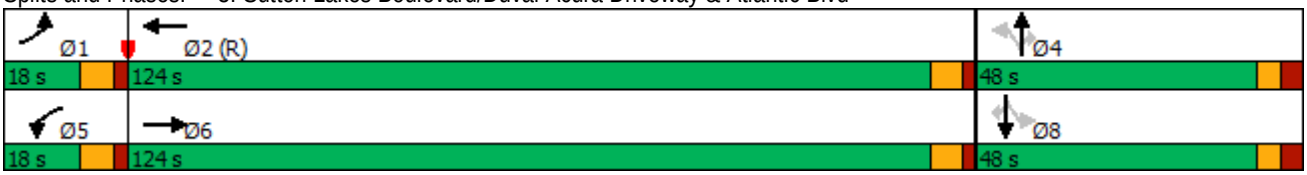
Intersection Analysis Sheets: Future Conditions

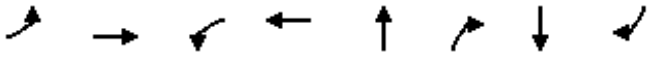
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	32	1880	42	2901	195	1	153	7	0	11
Future Volume (vph)	32	1880	42	2901	195	1	153	7	0	11
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases					4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	3.0	18.0	3.0	18.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.8	44.8	9.8	39.8	51.1	51.1	51.1	52.1	52.1	52.1
Total Split (s)	18.0	124.0	18.0	124.0	48.0	48.0	48.0	48.0	48.0	48.0
Total Split (%)	9.5%	65.3%	9.5%	65.3%	25.3%	25.3%	25.3%	25.3%	25.3%	25.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	3.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		7.1	7.1		7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 167 (88%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 3: Sutton Lakes Boulevard/Duval Acura Driveway & Atlantic Blvd

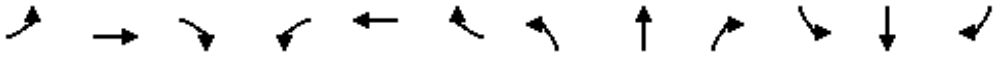




Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	35	2107	46	3161	213	166	8	12
v/c Ratio	0.42	0.62	0.51	0.91	0.86	0.44	0.06	0.04
Control Delay	93.4	28.2	107.1	32.9	104.5	27.8	61.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.4	28.2	107.1	32.9	104.5	27.8	61.9	0.3
Queue Length 50th (ft)	44	649	57	1249	260	64	8	0
Queue Length 95th (ft)	m82	875	108	#1537	360	141	26	0
Internal Link Dist (ft)		2382		1279	578		127	
Turn Bay Length (ft)	400		355					
Base Capacity (vph)	106	3395	106	3463	292	427	154	337
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.62	0.43	0.91	0.73	0.39	0.05	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1880	59	42	2901	7	195	1	153	7	0	11
Future Volume (veh/h)	32	1880	59	42	2901	7	195	1	153	7	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1826	1900	1885	1693	1885	1900	1885	1900	1900	1604
Adj Flow Rate, veh/h	35	2043	57	46	3153	7	212	1	146	8	0	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	5	0	1	14	1	0	1	0	0	20
Cap, veh/h	45	3545	99	59	3721	8	275	1	262	327	0	223
Arrive On Green	0.03	0.69	0.69	0.03	0.70	0.70	0.16	0.16	0.16	0.16	0.00	0.16
Sat Flow, veh/h	1810	5106	142	1810	5302	12	1443	7	1598	1764	0	1359
Grp Volume(v), veh/h	35	1361	739	46	2039	1121	213	0	146	8	0	11
Grp Sat Flow(s),veh/h/ln	1810	1702	1845	1810	1716	1883	1450	0	1598	1764	0	1359
Q Serve(g_s), s	3.7	38.7	38.8	4.8	83.0	83.3	26.6	0.0	16.0	0.0	0.0	1.3
Cycle Q Clear(g_c), s	3.7	38.7	38.8	4.8	83.0	83.3	27.3	0.0	16.0	0.7	0.0	1.3
Prop In Lane	1.00		0.08	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	45	2363	1281	59	2408	1321	276	0	262	327	0	223
V/C Ratio(X)	0.77	0.58	0.58	0.78	0.85	0.85	0.77	0.00	0.56	0.02	0.00	0.05
Avail Cap(c_a), veh/h	107	2363	1281	107	2408	1321	350	0	344	401	0	293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	92.1	14.8	14.8	91.2	20.8	20.9	77.7	0.0	73.1	66.7	0.0	66.9
Incr Delay (d2), s/veh	23.3	1.0	1.9	19.2	3.9	6.9	9.3	0.0	2.6	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	14.6	16.2	2.6	31.9	36.3	11.0	0.0	6.9	0.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.4	15.8	16.7	110.5	24.7	27.8	87.1	0.0	75.7	66.7	0.0	67.0
LnGrp LOS	F	B	B	F	C	C	F	A	E	E	A	E
Approach Vol, veh/h		2135			3206			359			19	
Approach Delay, s/veh		17.8			27.0			82.4			66.9	
Approach LOS		B			C			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	140.2		38.3	13.0	138.7		38.3				
Change Period (Y+Rc), s	6.8	6.8		* 7.1	6.8	6.8		* 7.1				
Max Green Setting (Gmax), s	11.2	117.2		* 41	11.2	117.2		* 41				
Max Q Clear Time (g_c+I1), s	5.7	85.3		29.3	6.8	40.8		3.3				
Green Ext Time (p_c), s	0.0	28.6		1.8	0.0	27.7		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		27.2
HCM 6th LOS		C

Notes

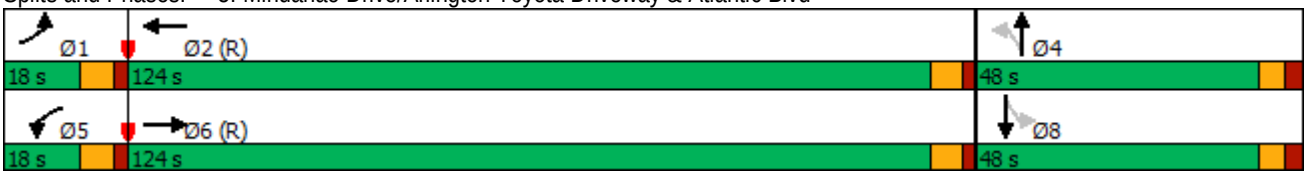
User approved pedestrian interval to be less than phase max green.

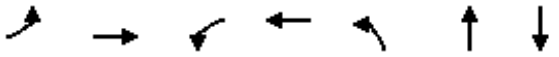
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	36	1979	21	3059	59	8	4	1
Future Volume (vph)	36	1979	21	3059	59	8	4	1
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	3.0	18.0	3.0	18.0	3.0	3.0	3.0	3.0
Minimum Split (s)	9.8	33.8	9.8	35.8	47.6	47.6	45.6	45.6
Total Split (s)	18.0	124.0	18.0	124.0	48.0	48.0	48.0	48.0
Total Split (%)	9.5%	65.3%	9.5%	65.3%	25.3%	25.3%	25.3%	25.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.9	2.9	2.9	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.6	6.6		6.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	Min	Min	Min	Min

Intersection Summary
Cycle Length: 190
Actuated Cycle Length: 190
Offset: 52 (27%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 5: Mindanao Drive/Arlington Toyota Driveway & Atlantic Blvd

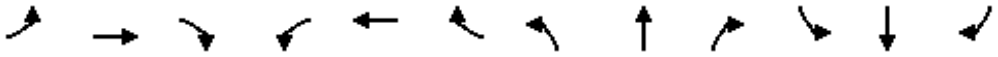




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	39	2189	23	3338	64	59	18
v/c Ratio	0.43	0.54	0.32	0.83	0.62	0.36	0.15
Control Delay	101.4	8.1	120.2	9.6	108.7	29.6	42.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.4	8.1	120.2	9.6	108.7	29.6	42.7
Queue Length 50th (ft)	48	354	31	861	79	11	6
Queue Length 95th (ft)	94	472	m35	1575	134	62	35
Internal Link Dist (ft)		526		331		358	339
Turn Bay Length (ft)	150				195		
Base Capacity (vph)	110	4080	101	4018	308	394	339
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.54	0.23	0.83	0.21	0.15	0.05

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1979	35	21	3059	12	59	8	46	4	1	12
Future Volume (veh/h)	36	1979	35	21	3059	12	59	8	46	4	1	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1826	1885	1781	1900	1900	1870	1530	1900	1900
Adj Flow Rate, veh/h	39	2151	34	23	3325	12	64	9	43	4	1	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	5	1	8	0	0	2	25	0	0
Cap, veh/h	51	4226	67	29	4262	15	119	17	83	34	16	65
Arrive On Green	0.03	0.82	0.82	0.02	0.81	0.81	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1810	5176	82	1739	5294	19	1423	286	1368	182	266	1075
Grp Volume(v), veh/h	39	1414	771	23	2154	1183	64	0	52	17	0	0
Grp Sat Flow(s),veh/h/ln	1810	1702	1854	1739	1716	1882	1423	0	1654	1523	0	0
Q Serve(g_s), s	4.1	24.8	24.9	2.5	62.4	62.7	3.2	0.0	5.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.1	24.8	24.9	2.5	62.4	62.7	9.1	0.0	5.8	5.8	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.01	1.00		0.83	0.24		0.71
Lane Grp Cap(c), veh/h	51	2779	1513	29	2763	1515	119	0	100	116	0	0
V/C Ratio(X)	0.77	0.51	0.51	0.79	0.78	0.78	0.54	0.00	0.52	0.15	0.00	0.00
Avail Cap(c_a), veh/h	107	2779	1513	103	2763	1515	343	0	360	361	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	91.7	5.5	5.5	93.1	9.7	9.7	88.2	0.0	86.6	84.7	0.0	0.0
Incr Delay (d2), s/veh	21.5	0.7	1.2	36.6	2.3	4.1	3.7	0.0	4.1	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	7.7	8.6	1.4	20.3	23.2	3.3	0.0	2.6	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.2	6.1	6.7	129.7	11.9	13.8	91.9	0.0	90.7	85.3	0.0	0.0
LnGrp LOS	F	A	A	F	B	B	F	A	F	F	A	A
Approach Vol, veh/h		2224			3360			116			17	
Approach Delay, s/veh		8.2			13.4			91.4			85.3	
Approach LOS		A			B			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	159.8		18.1	10.0	161.9		18.1				
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	11.2	117.2		* 41	11.2	117.2		* 41				
Max Q Clear Time (g_c+I1), s	6.1	64.7		11.1	4.5	26.9		7.8				
Green Ext Time (p_c), s	0.0	41.9		0.4	0.0	22.7		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↱			↱
Traffic Vol, veh/h	0	1924	0	0	2969	23	0	0	39	0	0	1
Future Vol, veh/h	0	1924	0	0	2969	23	0	0	39	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	2091	0	0	3227	25	0	0	42	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1046	-	-	1626
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.1	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.9	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*466	0	0	*219
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-			1			1
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*466	-	-	*219
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.5	21.5
HCM LOS			B	C

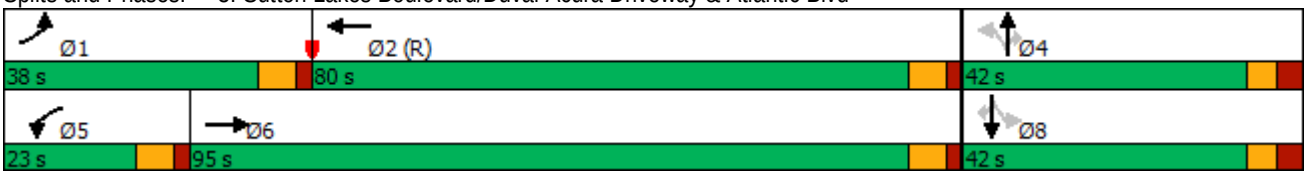
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	466	-	-	-	-	219
HCM Lane V/C Ratio	0.091	-	-	-	-	0.005
HCM Control Delay (s)	13.5	-	-	-	-	21.5
HCM Lane LOS	B	-	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	-	0

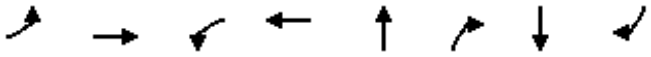
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	326	1525	56	1901	97	11	79	45	0	64
Future Volume (vph)	326	1525	56	1901	97	11	79	45	0	64
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases					4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	3.0	18.0	3.0	18.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.8	44.8	9.8	39.8	51.1	51.1	51.1	52.1	52.1	52.1
Total Split (s)	38.0	95.0	23.0	80.0	42.0	42.0	42.0	42.0	42.0	42.0
Total Split (%)	23.8%	59.4%	14.4%	50.0%	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	3.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		7.1	7.1		7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	None	C-Max	None	None	None	None	None	None

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 44 (28%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 3: Sutton Lakes Boulevard/Duval Acura Driveway & Atlantic Blvd

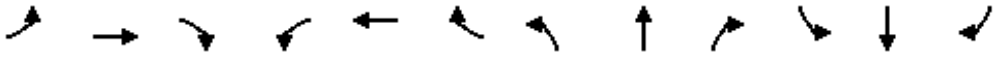




Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	354	1711	61	2150	117	86	49	70
v/c Ratio	0.78	0.49	0.50	0.89	0.69	0.28	0.35	0.23
Control Delay	61.1	18.8	85.7	44.0	86.5	5.3	68.8	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	18.8	85.7	44.0	86.5	5.3	68.8	2.0
Queue Length 50th (ft)	344	296	63	744	119	0	48	0
Queue Length 95th (ft)	#532	660	113	845	183	21	90	3
Internal Link Dist (ft)		2412		1279	578		127	
Turn Bay Length (ft)	400		355					
Base Capacity (vph)	456	3519	182	2407	295	445	245	445
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.49	0.34	0.89	0.40	0.19	0.20	0.16

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	1525	49	56	1901	77	97	11	79	45	0	64
Future Volume (veh/h)	326	1525	49	56	1901	77	97	11	79	45	0	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1870	1900	1900	1856	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	354	1658	48	61	2066	75	105	12	76	49	0	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	2	0	0	3	0	0	0	0	0	0	0
Cap, veh/h	339	3754	109	78	2932	106	172	15	147	195	0	147
Arrive On Green	0.19	0.74	0.74	0.04	0.58	0.58	0.09	0.09	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1739	5100	148	1810	5018	182	1415	162	1610	1645	0	1610
Grp Volume(v), veh/h	354	1106	600	61	1389	752	117	0	76	49	0	61
Grp Sat Flow(s),veh/h/ln	1739	1702	1844	1810	1689	1823	1577	0	1610	1645	0	1610
Q Serve(g_s), s	31.2	20.3	20.3	5.3	46.5	46.8	7.1	0.0	7.2	0.0	0.0	5.7
Cycle Q Clear(g_c), s	31.2	20.3	20.3	5.3	46.5	46.8	11.4	0.0	7.2	4.3	0.0	5.7
Prop In Lane	1.00		0.08	1.00		0.10	0.90		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	339	2506	1357	78	1973	1065	187	0	147	195	0	147
V/C Ratio(X)	1.04	0.44	0.44	0.78	0.70	0.71	0.63	0.00	0.52	0.25	0.00	0.41
Avail Cap(c_a), veh/h	339	2506	1357	183	1973	1065	374	0	351	376	0	351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	64.4	8.3	8.3	75.8	23.5	23.5	71.0	0.0	69.3	68.0	0.0	68.6
Incr Delay (d2), s/veh	60.8	0.6	1.0	15.3	2.1	4.0	4.8	0.0	4.0	0.7	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.3	6.9	7.7	2.8	18.2	20.3	5.0	0.0	3.2	1.9	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.2	8.8	9.3	91.1	25.6	27.5	75.8	0.0	73.3	68.7	0.0	70.5
LnGrp LOS	F	A	A	F	C	C	E	A	E	E	A	E
Approach Vol, veh/h		2060			2202			193			110	
Approach Delay, s/veh		29.0			28.1			74.8			69.7	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	38.0	100.3		21.7	13.7	124.6		21.7				
Change Period (Y+Rc), s	6.8	6.8		* 7.1	6.8	6.8		* 7.1				
Max Green Setting (Gmax), s	31.2	73.2		* 35	16.2	88.2		* 35				
Max Q Clear Time (g_c+I1), s	33.2	48.8		13.4	7.3	22.3		7.7				
Green Ext Time (p_c), s	0.0	16.4		1.2	0.1	17.5		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

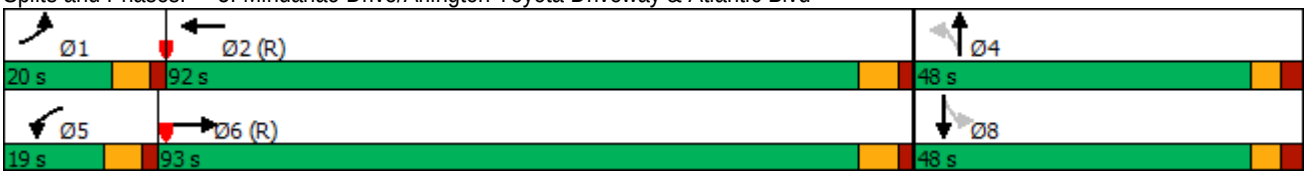
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

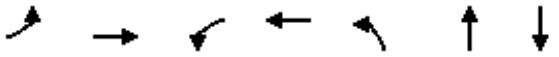
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	49	1895	26	2064	38	5	25	5
Future Volume (vph)	49	1895	26	2064	38	5	25	5
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	3.0	18.0	3.0	18.0	3.0	3.0	3.0	3.0
Minimum Split (s)	9.8	33.8	9.8	35.8	47.6	47.6	45.6	45.6
Total Split (s)	20.0	93.0	19.0	92.0	48.0	48.0	48.0	48.0
Total Split (%)	12.5%	58.1%	11.9%	57.5%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.9	2.9	2.9	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.6	6.6		6.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	Min	Min	Min	Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 96 (60%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 5: Mindanao Drive/Arlington Toyota Driveway & Atlantic Blvd

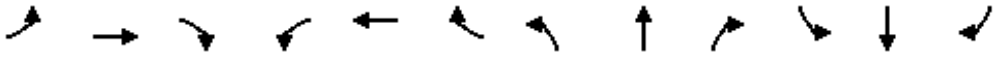




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	53	2108	28	2259	41	47	81
v/c Ratio	0.48	0.52	0.31	0.59	0.58	0.33	0.58
Control Delay	85.6	7.6	69.2	4.6	101.6	27.5	50.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.6	7.6	69.2	4.6	101.6	27.5	50.2
Queue Length 50th (ft)	55	297	30	159	42	5	36
Queue Length 95th (ft)	102	398	m39	71	86	48	93
Internal Link Dist (ft)		526		331		358	339
Turn Bay Length (ft)	150				195		
Base Capacity (vph)	145	4016	137	3833	288	451	426
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.52	0.20	0.59	0.14	0.10	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1895	44	26	2064	15	38	5	39	25	5	45
Future Volume (veh/h)	49	1895	44	26	2064	15	38	5	39	25	5	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1900	1900	1856	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	2060	44	28	2243	15	41	5	37	27	5	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	2	0	0	3	0	0	0	0	0	0	0
Cap, veh/h	68	3971	85	36	3910	26	141	16	118	62	19	70
Arrive On Green	0.04	0.77	0.77	0.02	0.75	0.75	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1753	5145	110	1810	5192	35	1371	194	1435	382	236	849
Grp Volume(v), veh/h	53	1362	742	28	1459	799	41	0	42	76	0	0
Grp Sat Flow(s),veh/h/ln	1753	1702	1851	1810	1689	1849	1371	0	1629	1466	0	0
Q Serve(g_s), s	4.8	24.3	24.4	2.5	30.0	30.1	0.0	0.0	3.9	4.4	0.0	0.0
Cycle Q Clear(g_c), s	4.8	24.3	24.4	2.5	30.0	30.1	5.9	0.0	3.9	8.2	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.02	1.00		0.88	0.36		0.58
Lane Grp Cap(c), veh/h	68	2628	1428	36	2544	1393	141	0	133	151	0	0
V/C Ratio(X)	0.78	0.52	0.52	0.78	0.57	0.57	0.29	0.00	0.31	0.50	0.00	0.00
Avail Cap(c_a), veh/h	145	2628	1428	138	2544	1393	384	0	422	421	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	76.2	6.9	6.9	78.1	8.6	8.6	70.1	0.0	69.2	71.2	0.0	0.0
Incr Delay (d2), s/veh	17.5	0.7	1.4	29.0	0.9	1.7	1.1	0.0	1.3	2.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	7.7	8.7	1.4	9.8	11.1	1.7	0.0	1.7	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.7	7.7	8.3	107.1	9.5	10.3	71.3	0.0	70.5	73.8	0.0	0.0
LnGrp LOS	F	A	A	F	A	B	E	A	E	E	A	A
Approach Vol, veh/h		2157			2286			83			76	
Approach Delay, s/veh		10.0			11.0			70.9			73.8	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	127.3		19.7	10.0	130.3		19.7				
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	13.2	85.2		* 41	12.2	86.2		* 41				
Max Q Clear Time (g_c+I1), s	6.8	32.1		7.9	4.5	26.4		10.2				
Green Ext Time (p_c), s	0.0	21.8		0.3	0.0	19.5		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		12.6
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↱			↱
Traffic Vol, veh/h	0	1967	1	0	2006	53	0	0	25	0	0	72
Future Vol, veh/h	0	1967	1	0	2006	53	0	0	25	0	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	18
Mvmt Flow	0	2138	1	0	2180	58	0	0	27	0	0	78

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1070	-	-	1119
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.1	-	-	7.46
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.9	-	-	4.08
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*462	0	0	*442
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-			1			1
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*462	-	-	*442
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.3	14.9
HCM LOS			B	B

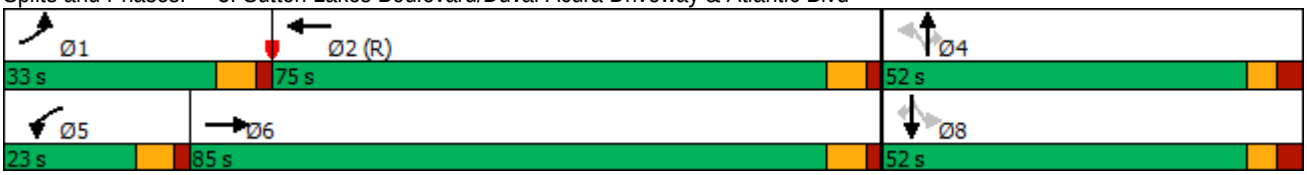
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	462	-	-	-	-	442
HCM Lane V/C Ratio	0.059	-	-	-	-	0.177
HCM Control Delay (s)	13.3	-	-	-	-	14.9
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.6

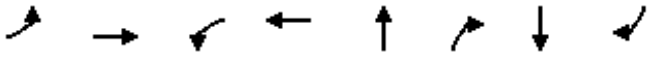
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	254	1486	63	1628	71	1	81	108	0	129
Future Volume (vph)	254	1486	63	1628	71	1	81	108	0	129
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases					4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	3.0	18.0	3.0	18.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.8	44.8	9.8	39.8	51.1	51.1	51.1	52.1	52.1	52.1
Total Split (s)	33.0	85.0	23.0	75.0	52.0	52.0	52.0	52.0	52.0	52.0
Total Split (%)	20.6%	53.1%	14.4%	46.9%	32.5%	32.5%	32.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	3.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		7.1	7.1		7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	None	C-Max	None	None	None	None	None	None

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 44 (28%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

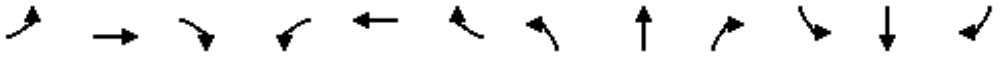
Splits and Phases: 3: Sutton Lakes Boulevard/Duval Acura Driveway & Atlantic Blvd





Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	276	1665	68	1840	78	88	117	140
v/c Ratio	0.76	0.48	0.53	0.67	0.61	0.29	0.72	0.44
Control Delay	65.1	18.4	86.0	29.5	85.4	5.8	90.9	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	18.4	86.0	29.5	85.4	5.8	90.9	12.8
Queue Length 50th (ft)	273	284	70	499	79	0	120	0
Queue Length 95th (ft)	373	619	122	652	133	23	184	63
Internal Link Dist (ft)		2398		1279	578		127	
Turn Bay Length (ft)	400		355					
Base Capacity (vph)	364	3469	182	2732	296	538	376	553
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.48	0.37	0.67	0.26	0.16	0.31	0.25

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	1486	46	63	1628	64	71	1	81	108	0	129
Future Volume (veh/h)	254	1486	46	63	1628	64	71	1	81	108	0	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1885	1900	1900	1870	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	276	1615	45	68	1770	63	77	1	77	117	0	122
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	1	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	287	3753	105	86	3104	110	203	2	151	195	0	151
Arrive On Green	0.16	0.73	0.73	0.05	0.61	0.61	0.09	0.09	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1753	5147	143	1810	5062	180	1691	22	1610	1600	0	1610
Grp Volume(v), veh/h	276	1076	584	68	1190	643	78	0	77	117	0	122
Grp Sat Flow(s),veh/h/ln	1753	1716	1859	1810	1702	1838	1713	0	1610	1600	0	1610
Q Serve(g_s), s	25.0	19.8	19.8	5.9	33.3	33.3	0.0	0.0	7.3	4.5	0.0	11.9
Cycle Q Clear(g_c), s	25.0	19.8	19.8	5.9	33.3	33.3	6.5	0.0	7.3	11.0	0.0	11.9
Prop In Lane	1.00		0.08	1.00		0.10	0.99		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	287	2502	1356	86	2087	1127	205	0	151	195	0	151
V/C Ratio(X)	0.96	0.43	0.43	0.79	0.57	0.57	0.38	0.00	0.51	0.60	0.00	0.81
Avail Cap(c_a), veh/h	287	2502	1356	183	2087	1127	475	0	452	464	0	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.4	8.5	8.5	75.4	18.4	18.4	68.7	0.0	69.0	70.4	0.0	71.1
Incr Delay (d2), s/veh	42.6	0.5	1.0	14.6	1.1	2.1	1.6	0.0	3.8	2.9	0.0	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	6.8	7.6	3.1	12.8	14.1	3.1	0.0	3.2	4.9	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.0	9.1	9.5	90.0	19.5	20.5	70.3	0.0	72.8	73.3	0.0	80.9
LnGrp LOS	F	A	A	F	B	C	E	A	E	E	A	F
Approach Vol, veh/h		1936			1901			155			239	
Approach Delay, s/veh		23.5			22.4			71.5			77.2	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	33.0	104.9		22.1	14.4	123.5		22.1				
Change Period (Y+Rc), s	6.8	6.8		* 7.1	6.8	6.8		* 7.1				
Max Green Setting (Gmax), s	26.2	68.2		* 45	16.2	78.2		* 45				
Max Q Clear Time (g_c+I1), s	27.0	35.3		9.3	7.9	21.8		13.9				
Green Ext Time (p_c), s	0.0	16.0		1.0	0.1	16.2		1.1				

Intersection Summary		
HCM 6th Ctrl Delay		27.8
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

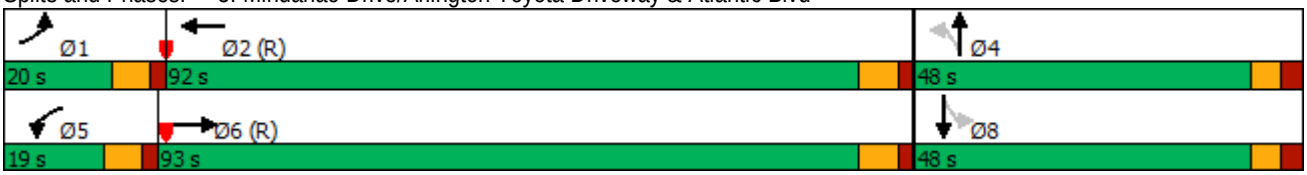
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

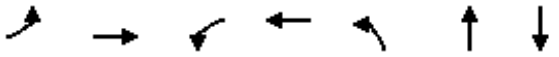
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	32	1803	21	2030	39	5	15	3
Future Volume (vph)	32	1803	21	2030	39	5	15	3
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	3.0	18.0	3.0	18.0	3.0	3.0	3.0	3.0
Minimum Split (s)	9.8	33.8	9.8	35.8	47.6	47.6	45.6	45.6
Total Split (s)	20.0	93.0	19.0	92.0	48.0	48.0	48.0	48.0
Total Split (%)	12.5%	58.1%	11.9%	57.5%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.9	2.9	2.9	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.6	6.6		6.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	Min	Min	Min	Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 96 (60%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 5: Mindanao Drive/Arlington Toyota Driveway & Atlantic Blvd

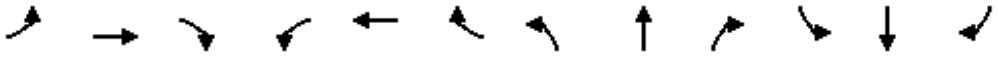




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	35	2013	23	2215	42	42	66
v/c Ratio	0.37	0.50	0.27	0.57	0.53	0.30	0.46
Control Delay	83.3	7.2	77.1	4.3	94.0	28.4	37.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.3	7.2	77.1	4.3	94.0	28.4	37.0
Queue Length 50th (ft)	36	270	24	146	43	5	19
Queue Length 95th (ft)	75	362	m44	108	87	47	70
Internal Link Dist (ft)		526		331		358	339
Turn Bay Length (ft)	150				195		
Base Capacity (vph)	144	4026	137	3920	327	448	436
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.50	0.17	0.57	0.13	0.09	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1803	49	21	2030	7	39	5	34	15	3	43
Future Volume (veh/h)	32	1803	49	21	2030	7	39	5	34	15	3	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1900	1900	1870	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1960	48	23	2207	7	42	5	33	16	3	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	45	4047	99	29	4099	13	134	15	97	47	15	74
Arrive On Green	0.03	0.79	0.79	0.02	0.78	0.78	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1767	5126	125	1810	5255	17	1374	215	1416	273	217	1083
Grp Volume(v), veh/h	35	1301	707	23	1429	785	42	0	38	61	0	0
Grp Sat Flow(s),veh/h/ln	1767	1702	1848	1810	1702	1867	1374	0	1630	1572	0	0
Q Serve(g_s), s	3.2	20.8	20.9	2.0	25.5	25.5	0.0	0.0	3.6	2.4	0.0	0.0
Cycle Q Clear(g_c), s	3.2	20.8	20.9	2.0	25.5	25.5	5.2	0.0	3.6	5.9	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.01	1.00		0.87	0.26		0.69
Lane Grp Cap(c), veh/h	45	2687	1459	29	2655	1457	134	0	111	136	0	0
V/C Ratio(X)	0.78	0.48	0.48	0.79	0.54	0.54	0.31	0.00	0.34	0.45	0.00	0.00
Avail Cap(c_a), veh/h	146	2687	1459	138	2655	1457	396	0	422	430	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	77.5	5.7	5.7	78.4	6.7	6.7	71.9	0.0	71.1	72.2	0.0	0.0
Incr Delay (d2), s/veh	24.2	0.6	1.2	35.7	0.8	1.4	1.3	0.0	1.8	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.3	7.1	1.2	7.9	9.0	1.7	0.0	1.6	2.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.7	6.4	6.9	114.2	7.5	8.1	73.2	0.0	72.9	74.5	0.0	0.0
LnGrp LOS	F	A	A	F	A	A	E	A	E	E	A	A
Approach Vol, veh/h		2043			2237			80			61	
Approach Delay, s/veh		8.2			8.8			73.1			74.5	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	131.6		17.5	9.4	133.1		17.5				
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	13.2	85.2		* 41	12.2	86.2		* 41				
Max Q Clear Time (g_c+I1), s	5.2	27.5		7.2	4.0	22.9		7.9				
Green Ext Time (p_c), s	0.0	21.4		0.3	0.0	17.9		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		10.6
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↱			↑↑↑↱				↱			↱
Traffic Vol, veh/h	0	1853	3	0	1857	46	0	0	22	0	0	191
Future Vol, veh/h	0	1853	3	0	1857	46	0	0	22	0	0	191
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	2	3	0	0	0	0	0	20
Mvmt Flow	0	2014	3	0	2018	50	0	0	24	0	0	208

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1009	-	-	1034
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.1	-	-	7.5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.9	-	-	4.1
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*495	0	0	*471
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-			1			1
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*495	-	-	*471
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	12.6	18.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	495	-	-	-	-	471
HCM Lane V/C Ratio	0.048	-	-	-	-	0.441
HCM Control Delay (s)	12.6	-	-	-	-	18.5
HCM Lane LOS	B	-	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	-	2.2

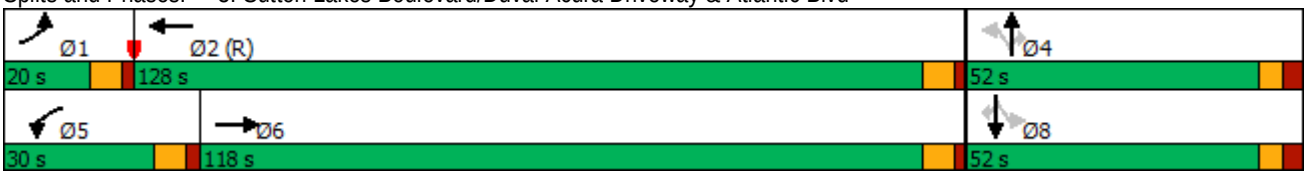
Notes

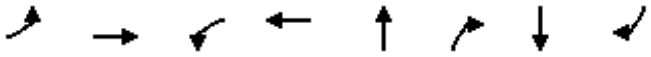
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	99	2818	186	2385	109	1	135	42	3	44
Future Volume (vph)	99	2818	186	2385	109	1	135	42	3	44
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases					4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	3.0	18.0	3.0	18.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.8	44.8	9.8	39.8	51.1	51.1	51.1	52.1	52.1	52.1
Total Split (s)	20.0	118.0	30.0	128.0	52.0	52.0	52.0	52.0	52.0	52.0
Total Split (%)	10.0%	59.0%	15.0%	64.0%	26.0%	26.0%	26.0%	26.0%	26.0%	26.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	3.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		7.1	7.1		7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	None	C-Max	None	None	None	None	None	None

Intersection Summary
Cycle Length: 200
Actuated Cycle Length: 200
Offset: 147 (74%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 3: Sutton Lakes Boulevard/Duval Acura Driveway & Atlantic Blvd





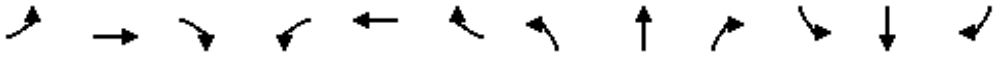
Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	108	3279	202	2622	119	147	49	48
v/c Ratio	0.63	1.05	0.73	0.76	0.75	0.46	0.40	0.17
Control Delay	109.5	70.4	96.6	24.9	110.8	15.8	88.5	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.5	70.4	96.6	24.9	110.8	15.8	88.5	1.3
Queue Length 50th (ft)	134	~1745	257	814	154	7	61	0
Queue Length 95th (ft)	m152	#1926	356	1043	227	80	107	0
Internal Link Dist (ft)		2398		1279	578		127	
Turn Bay Length (ft)	400		355					
Base Capacity (vph)	171	3134	275	3437	286	463	219	436
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	1.05	0.73	0.76	0.42	0.32	0.22	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	2818	199	186	2385	28	109	1	135	42	3	44
Future Volume (veh/h)	99	2818	199	186	2385	28	109	1	135	42	3	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1885	1870	1870	1900	1856	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	108	3063	194	202	2592	27	118	1	130	46	3	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	1	2	2	0	3	0	1	0	0	0
Cap, veh/h	119	3346	207	207	3783	39	194	1	166	201	12	168
Arrive On Green	0.07	0.68	0.68	0.12	0.73	0.73	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1810	4950	307	1781	5211	54	1511	13	1593	1593	116	1606
Grp Volume(v), veh/h	108	2102	1155	202	1691	928	119	0	130	49	0	41
Grp Sat Flow(s),veh/h/ln	1810	1716	1825	1781	1702	1861	1524	0	1593	1709	0	1606
Q Serve(g_s), s	11.9	102.5	111.6	22.6	54.1	54.5	9.8	0.0	15.9	0.0	0.0	4.7
Cycle Q Clear(g_c), s	11.9	102.5	111.6	22.6	54.1	54.5	14.8	0.0	15.9	5.0	0.0	4.7
Prop In Lane	1.00		0.17	1.00		0.03	0.99		1.00	0.94		1.00
Lane Grp Cap(c), veh/h	119	2319	1234	207	2471	1351	195	0	166	213	0	168
V/C Ratio(X)	0.90	0.91	0.94	0.98	0.68	0.69	0.61	0.00	0.78	0.23	0.00	0.24
Avail Cap(c_a), veh/h	119	2319	1234	207	2471	1351	367	0	358	388	0	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	92.8	27.1	28.6	88.1	14.9	15.0	86.4	0.0	87.3	82.4	0.0	82.3
Incr Delay (d2), s/veh	53.8	6.5	14.3	56.0	1.6	2.9	4.3	0.0	10.7	0.5	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	41.3	50.3	13.6	20.2	22.7	6.3	0.0	7.2	2.4	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	146.6	33.6	42.8	144.1	16.5	17.8	90.8	0.0	98.0	83.0	0.0	83.0
LnGrp LOS	F	C	D	F	B	B	F	A	F	F	A	F
Approach Vol, veh/h		3365			2821			249			90	
Approach Delay, s/veh		40.4			26.1			94.6			83.0	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	152.0		28.0	30.0	142.0		28.0				
Change Period (Y+Rc), s	6.8	6.8		* 7.1	6.8	6.8		* 7.1				
Max Green Setting (Gmax), s	13.2	121.2		* 45	23.2	111.2		* 45				
Max Q Clear Time (g_c+I1), s	13.9	56.5		17.9	24.6	113.6		7.0				
Green Ext Time (p_c), s	0.0	40.1		1.6	0.0	0.0		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		36.9
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

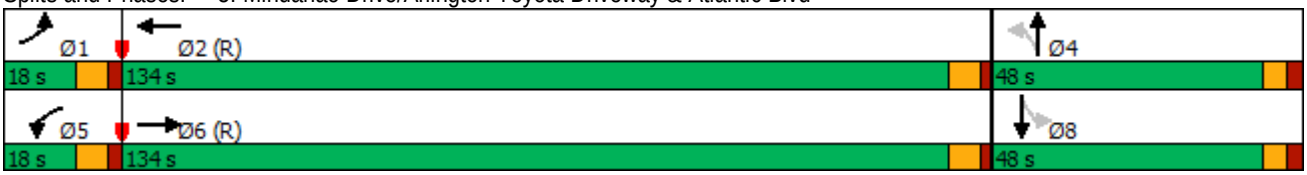
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

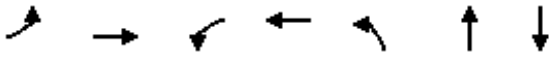
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	46	2912	57	2679	75	7	25	13
Future Volume (vph)	46	2912	57	2679	75	7	25	13
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	1	6	5	2		4		8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	3.0	18.0	3.0	18.0	3.0	3.0	3.0	3.0
Minimum Split (s)	9.8	33.8	9.8	35.8	47.6	47.6	45.6	45.6
Total Split (s)	18.0	134.0	18.0	134.0	48.0	48.0	48.0	48.0
Total Split (%)	9.0%	67.0%	9.0%	67.0%	24.0%	24.0%	24.0%	24.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.9	2.9	2.9	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.6	6.6		6.6
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	None	C-Min	Min	Min	Min	Min

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 61 (31%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 5: Mindanao Drive/Arlington Toyota Driveway & Atlantic Blvd

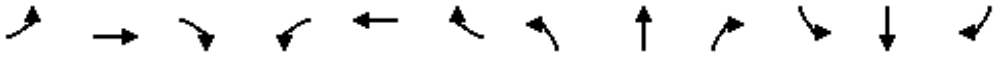




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	50	3302	62	2932	82	75	114
v/c Ratio	0.51	0.88	0.57	0.76	0.95	0.33	0.62
Control Delay	108.8	25.0	104.5	38.8	173.8	22.5	68.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.8	25.0	104.5	38.8	173.8	22.5	68.6
Queue Length 50th (ft)	65	1120	78	1355	110	10	95
Queue Length 95th (ft)	116	1480	m106	1483	#188	65	166
Internal Link Dist (ft)		526		331		358	339
Turn Bay Length (ft)	150				195		
Base Capacity (vph)	110	3749	116	3842	175	387	336
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.88	0.53	0.76	0.47	0.19	0.34

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	2912	126	57	2679	18	75	7	62	25	13	67
Future Volume (veh/h)	46	2912	126	57	2679	18	75	7	62	25	13	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1885	1841	1870	1900	1826	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	50	3165	123	62	2912	18	82	8	59	27	14	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	1	4	2	0	5	0	2	0	0	0
Cap, veh/h	64	3786	145	77	3943	24	133	22	160	52	33	97
Arrive On Green	0.04	0.74	0.74	0.04	0.75	0.75	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1810	5086	195	1753	5236	32	1290	196	1444	265	298	878
Grp Volume(v), veh/h	50	2122	1166	62	1891	1039	82	0	67	105	0	0
Grp Sat Flow(s),veh/h/ln	1810	1716	1850	1753	1702	1865	1290	0	1640	1441	0	0
Q Serve(g_s), s	5.5	82.9	87.1	7.0	61.8	62.2	4.9	0.0	7.6	7.1	0.0	0.0
Cycle Q Clear(g_c), s	5.5	82.9	87.1	7.0	61.8	62.2	19.6	0.0	7.6	14.7	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.02	1.00		0.88	0.26		0.61
Lane Grp Cap(c), veh/h	64	2554	1377	77	2563	1404	133	0	182	182	0	0
V/C Ratio(X)	0.79	0.83	0.85	0.81	0.74	0.74	0.61	0.00	0.37	0.58	0.00	0.00
Avail Cap(c_a), veh/h	101	2554	1377	98	2563	1404	257	0	339	333	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	95.7	17.1	17.7	94.8	13.7	13.8	89.2	0.0	82.4	85.6	0.0	0.0
Incr Delay (d2), s/veh	18.7	3.3	6.6	30.9	1.9	3.5	4.5	0.0	1.2	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	30.8	36.1	3.8	22.4	25.3	4.4	0.0	3.3	5.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.4	20.4	24.3	125.7	15.7	17.3	93.7	0.0	83.7	88.4	0.0	0.0
LnGrp LOS	F	C	C	F	B	B	F	A	F	F	A	A
Approach Vol, veh/h		3338			2992			149			105	
Approach Delay, s/veh		23.2			18.5			89.2			88.4	
Approach LOS		C			B			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.8	157.4		28.8	15.5	155.7		28.8				
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	11.2	127.2		* 41	11.2	127.2		* 41				
Max Q Clear Time (g_c+I1), s	7.5	64.2		21.6	9.0	89.1		16.7				
Green Ext Time (p_c), s	0.0	39.1		0.6	0.0	31.8		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		23.6
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↱			↑↑↑↱				↱			↱
Traffic Vol, veh/h	0	3154	5	0	2544	18	0	0	42	0	0	49
Future Vol, veh/h	0	3154	5	0	2544	18	0	0	42	0	0	49
Conflicting Peds, #/hr	0	0	3	3	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	40	0	2	0	0	0	0	0	0	12
Mvmt Flow	0	3428	5	0	2765	20	0	0	46	0	0	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1720	-	-	1393
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.1	-	-	7.34
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.9	-	-	4.02
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*176	0	0	*310
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-			1			1
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*176	-	-	*310
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	32.5	19
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	176	-	-	-	-	310
HCM Lane V/C Ratio	0.259	-	-	-	-	0.172
HCM Control Delay (s)	32.5	-	-	-	-	19
HCM Lane LOS	D	-	-	-	-	C
HCM 95th %tile Q(veh)	1	-	-	-	-	0.6

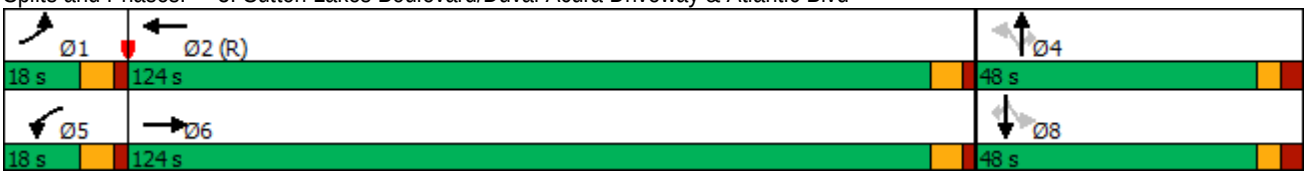
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

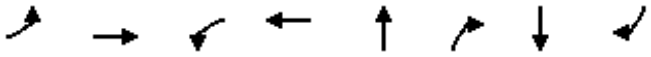
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	31	1880	42	2901	195	1	153	6	0	10
Future Volume (vph)	31	1880	42	2901	195	1	153	6	0	10
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases					4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	3.0	18.0	3.0	18.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.8	44.8	9.8	39.8	51.1	51.1	51.1	52.1	52.1	52.1
Total Split (s)	18.0	124.0	18.0	124.0	48.0	48.0	48.0	48.0	48.0	48.0
Total Split (%)	9.5%	65.3%	9.5%	65.3%	25.3%	25.3%	25.3%	25.3%	25.3%	25.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	3.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		7.1	7.1		7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 167 (88%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 3: Sutton Lakes Boulevard/Duval Acura Driveway & Atlantic Blvd

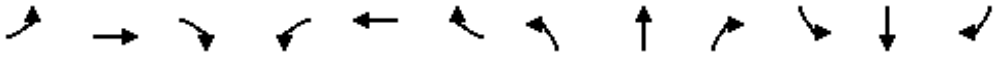




Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	34	2107	46	3161	213	166	7	11
v/c Ratio	0.41	0.62	0.51	0.91	0.86	0.44	0.05	0.04
Control Delay	86.3	36.5	107.1	32.8	104.5	27.8	61.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.3	36.5	107.1	32.8	104.5	27.8	61.5	0.2
Queue Length 50th (ft)	42	778	57	1245	260	64	7	0
Queue Length 95th (ft)	m74	971	108	#1537	360	141	24	0
Internal Link Dist (ft)		2133		1279	578		127	
Turn Bay Length (ft)	400		355					
Base Capacity (vph)	106	3395	106	3466	292	427	154	337
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.62	0.43	0.91	0.73	0.39	0.05	0.03

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1880	59	42	2901	7	195	1	153	6	0	10
Future Volume (veh/h)	31	1880	59	42	2901	7	195	1	153	6	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1826	1900	1885	1693	1885	1900	1885	1900	1900	1604
Adj Flow Rate, veh/h	34	2043	57	46	3153	7	212	1	146	7	0	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	5	0	1	14	1	0	1	0	0	20
Cap, veh/h	44	3545	99	59	3725	8	275	1	262	327	0	223
Arrive On Green	0.02	0.69	0.69	0.03	0.70	0.70	0.16	0.16	0.16	0.16	0.00	0.16
Sat Flow, veh/h	1810	5106	142	1810	5302	12	1442	7	1598	1764	0	1359
Grp Volume(v), veh/h	34	1361	739	46	2039	1121	213	0	146	7	0	10
Grp Sat Flow(s),veh/h/ln	1810	1702	1845	1810	1716	1883	1449	0	1598	1764	0	1359
Q Serve(g_s), s	3.5	38.7	38.9	4.8	82.8	83.1	26.7	0.0	16.0	0.0	0.0	1.2
Cycle Q Clear(g_c), s	3.5	38.7	38.9	4.8	82.8	83.1	27.3	0.0	16.0	0.6	0.0	1.2
Prop In Lane	1.00		0.08	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	2363	1280	59	2410	1323	276	0	262	327	0	223
V/C Ratio(X)	0.77	0.58	0.58	0.78	0.85	0.85	0.77	0.00	0.56	0.02	0.00	0.04
Avail Cap(c_a), veh/h	107	2363	1280	107	2410	1323	349	0	344	401	0	293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	92.1	14.8	14.8	91.2	20.7	20.8	77.7	0.0	73.0	66.6	0.0	66.9
Incr Delay (d2), s/veh	23.9	1.0	1.9	19.2	3.9	6.9	9.4	0.0	2.6	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	14.6	16.2	2.6	31.8	36.2	11.0	0.0	6.9	0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	116.0	15.8	16.7	110.5	24.6	27.6	87.1	0.0	75.7	66.7	0.0	66.9
LnGrp LOS	F	B	B	F	C	C	F	A	E	E	A	E
Approach Vol, veh/h		2134			3206			359			17	
Approach Delay, s/veh		17.7			26.9			82.4			66.8	
Approach LOS		B			C			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	140.3		38.3	13.0	138.7		38.3				
Change Period (Y+Rc), s	6.8	6.8		* 7.1	6.8	6.8		* 7.1				
Max Green Setting (Gmax), s	11.2	117.2		* 41	11.2	117.2		* 41				
Max Q Clear Time (g_c+I1), s	5.5	85.1		29.3	6.8	40.9		3.2				
Green Ext Time (p_c), s	0.0	28.7		1.8	0.0	27.7		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	27.1	
HCM 6th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.

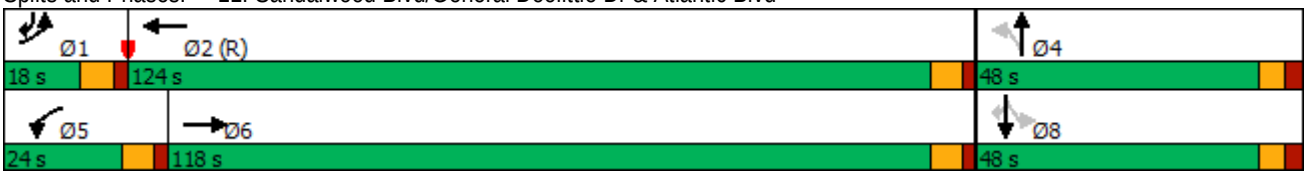
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

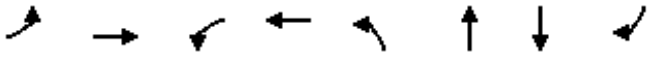
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	37	1919	119	2946	60	8	4	1	2
Future Volume (vph)	37	1919	119	2946	60	8	4	1	2
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	pm+ov
Protected Phases	1	6	5	2		4		8	1
Permitted Phases					4		8		8
Detector Phase	1	6	5	2	4	4	8	8	1
Switch Phase									
Minimum Initial (s)	3.0	18.0	3.0	18.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	9.8	33.8	9.8	35.8	47.6	47.6	45.6	45.6	9.8
Total Split (s)	18.0	118.0	24.0	124.0	48.0	48.0	48.0	48.0	18.0
Total Split (%)	9.5%	62.1%	12.6%	65.3%	25.3%	25.3%	25.3%	25.3%	9.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.9	2.9	2.9	2.9	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.6	6.6		6.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	Min	None	C-Min	Min	Min	Min	Min	None

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 52 (27%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 11: Sandalwood Blvd/General Doolittle Dr & Atlantic Blvd

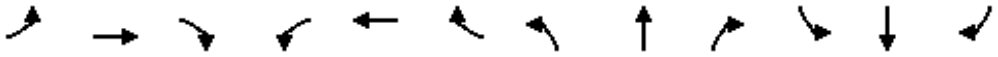




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	40	2086	129	3227	65	51	5	2
v/c Ratio	0.44	0.58	0.70	0.80	0.62	0.32	0.05	0.01
Control Delay	101.7	15.0	111.6	11.3	108.6	31.1	79.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.7	15.0	111.6	11.3	108.6	31.1	79.8	0.0
Queue Length 50th (ft)	50	441	151	1328	80	11	6	0
Queue Length 95th (ft)	95	583	m164	1515	137	59	22	0
Internal Link Dist (ft)		333		285		351	165	
Turn Bay Length (ft)								
Base Capacity (vph)	110	3621	190	4015	312	389	276	292
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.58	0.68	0.80	0.21	0.13	0.02	0.01

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1919	0	119	2946	23	60	8	39	4	1	2
Future Volume (veh/h)	37	1919	0	119	2946	23	60	8	39	4	1	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1826	1885	1781	1900	1900	1870	1530	1900	1900
Adj Flow Rate, veh/h	40	2086	0	129	3202	23	65	9	37	4	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	5	1	8	0	0	2	25	0	0
Cap, veh/h	52	3708	0	146	4120	30	121	27	111	101	22	181
Arrive On Green	0.03	0.73	0.00	0.08	0.78	0.78	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1810	5274	0	1739	5272	38	1436	325	1335	806	261	1610
Grp Volume(v), veh/h	40	2086	0	129	2081	1144	65	0	46	5	0	2
Grp Sat Flow(s),veh/h/ln	1810	1702	0	1739	1716	1878	1436	0	1660	1067	0	1610
Q Serve(g_s), s	4.2	35.9	0.0	13.9	64.0	64.6	8.5	0.0	5.0	0.0	0.0	0.2
Cycle Q Clear(g_c), s	4.2	35.9	0.0	13.9	64.0	64.6	13.4	0.0	5.0	4.9	0.0	0.2
Prop In Lane	1.00		0.00	1.00		0.02	1.00		0.80	0.80		1.00
Lane Grp Cap(c), veh/h	52	3708	0	146	2681	1468	121	0	139	123	0	181
V/C Ratio(X)	0.77	0.56	0.00	0.88	0.78	0.78	0.54	0.00	0.33	0.04	0.00	0.01
Avail Cap(c_a), veh/h	107	3708	0	157	2681	1468	314	0	362	320	0	397
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	91.7	12.0	0.0	86.1	11.5	11.6	88.4	0.0	82.1	80.1	0.0	75.0
Incr Delay (d2), s/veh	21.1	0.2	0.0	38.5	2.3	4.1	3.7	0.0	1.4	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	12.9	0.0	7.8	22.0	25.1	3.3	0.0	2.2	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.7	12.2	0.0	124.6	13.8	15.7	92.1	0.0	83.5	80.2	0.0	75.0
LnGrp LOS	F	B	A	F	B	B	F	A	F	F	A	E
Approach Vol, veh/h		2126			3354			111			7	
Approach Delay, s/veh		14.1			18.7			88.5			78.7	
Approach LOS		B			B			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	155.3		22.4	22.8	144.8		22.4				
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	11.2	117.2		* 41	17.2	111.2		* 41				
Max Q Clear Time (g_c+I1), s	6.2	66.6		15.4	15.9	37.9		6.9				
Green Ext Time (p_c), s	0.0	39.0		0.4	0.0	22.4		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	18.4	
HCM 6th LOS	B	

Notes

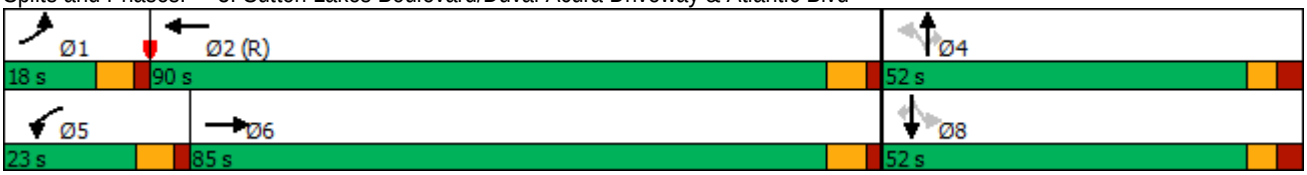
User approved pedestrian interval to be less than phase max green.

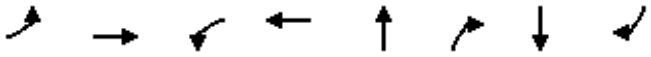
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	59	1531	56	1901	97	11	79	38	0	33
Future Volume (vph)	59	1531	56	1901	97	11	79	38	0	33
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases					4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	3.0	18.0	3.0	18.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.8	44.8	9.8	39.8	51.1	51.1	51.1	52.1	52.1	52.1
Total Split (s)	18.0	85.0	23.0	90.0	52.0	52.0	52.0	52.0	52.0	52.0
Total Split (%)	11.3%	53.1%	14.4%	56.3%	32.5%	32.5%	32.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	3.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		7.1	7.1		7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	None	C-Max	None	None	None	None	None	None

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 44 (28%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

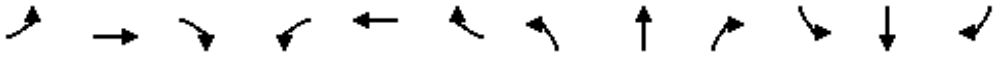
Splits and Phases: 3: Sutton Lakes Boulevard/Duval Acura Driveway & Atlantic Blvd





Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	64	1717	61	2150	117	86	41	36
v/c Ratio	0.53	0.49	0.50	0.62	0.69	0.31	0.29	0.14
Control Delay	75.4	16.0	85.7	16.1	86.1	13.5	66.6	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.4	16.0	85.7	16.1	86.1	13.5	66.6	1.1
Queue Length 50th (ft)	66	291	63	440	119	0	40	0
Queue Length 95th (ft)	118	500	113	609	183	51	78	3
Internal Link Dist (ft)		2139		1279	578		127	
Turn Bay Length (ft)	400		355					
Base Capacity (vph)	134	3519	182	3467	382	515	316	505
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.49	0.34	0.62	0.31	0.17	0.13	0.07

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1531	49	56	1901	77	97	11	79	38	0	33
Future Volume (veh/h)	59	1531	49	56	1901	77	97	11	79	38	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1870	1900	1900	1856	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	64	1664	48	61	2066	75	105	12	76	41	0	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	2	0	0	3	0	0	0	0	0	0	0
Cap, veh/h	80	3745	108	78	3669	133	173	15	150	198	0	150
Arrive On Green	0.05	0.73	0.73	0.04	0.73	0.73	0.09	0.09	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1739	5101	147	1810	5018	182	1399	160	1610	1643	0	1610
Grp Volume(v), veh/h	64	1110	602	61	1389	752	117	0	76	41	0	32
Grp Sat Flow(s),veh/h/ln	1739	1702	1844	1810	1689	1823	1558	0	1610	1643	0	1610
Q Serve(g_s), s	5.8	20.6	20.6	5.3	30.0	30.2	8.0	0.0	7.2	0.0	0.0	2.9
Cycle Q Clear(g_c), s	5.8	20.6	20.6	5.3	30.0	30.2	11.6	0.0	7.2	3.6	0.0	2.9
Prop In Lane	1.00		0.08	1.00		0.10	0.90		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	2499	1354	78	2469	1333	188	0	150	198	0	150
V/C Ratio(X)	0.80	0.44	0.44	0.78	0.56	0.56	0.62	0.00	0.51	0.21	0.00	0.21
Avail Cap(c_a), veh/h	122	2499	1354	183	2469	1333	465	0	452	465	0	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	75.6	8.4	8.4	75.8	9.8	9.9	70.8	0.0	69.0	67.4	0.0	67.1
Incr Delay (d2), s/veh	18.6	0.6	1.1	15.3	0.9	1.7	4.7	0.0	3.7	0.5	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	7.0	7.8	2.8	10.2	11.4	5.0	0.0	3.2	1.6	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.1	9.0	9.5	91.1	10.8	11.6	75.5	0.0	72.7	67.9	0.0	67.8
LnGrp LOS	F	A	A	F	B	B	E	A	E	E	A	E
Approach Vol, veh/h		1776			2202			193			73	
Approach Delay, s/veh		12.2			13.3			74.4			67.9	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	123.8		22.0	13.7	124.3		22.0				
Change Period (Y+Rc), s	6.8	6.8		* 7.1	6.8	6.8		* 7.1				
Max Green Setting (Gmax), s	11.2	83.2		* 45	16.2	78.2		* 45				
Max Q Clear Time (g_c+I1), s	7.8	32.2		13.6	7.3	22.6		5.6				
Green Ext Time (p_c), s	0.0	25.0		1.3	0.1	17.1		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		16.5
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

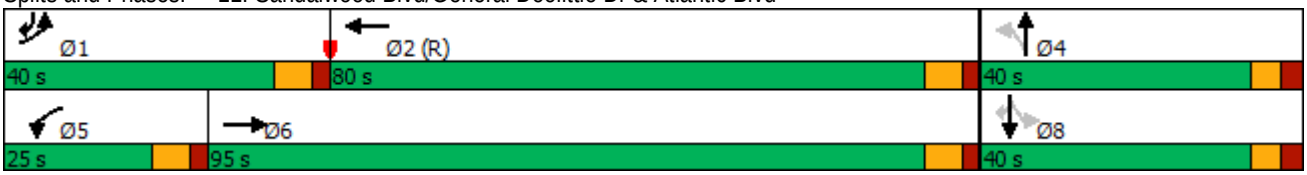
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

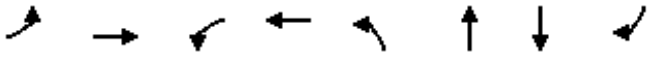
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	316	1675	85	1949	38	5	31	5	103
Future Volume (vph)	316	1675	85	1949	38	5	31	5	103
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	pm+ov
Protected Phases	1	6	5	2		4		8	1
Permitted Phases					4		8		8
Detector Phase	1	6	5	2	4	4	8	8	1
Switch Phase									
Minimum Initial (s)	3.0	18.0	3.0	18.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	9.8	33.8	9.8	35.8	47.6	47.6	45.6	45.6	9.8
Total Split (s)	40.0	95.0	25.0	80.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	25.0%	59.4%	15.6%	50.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.9	2.9	2.9	2.9	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.6	6.6		6.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	Min	None	C-Min	Min	Min	Min	Min	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 96 (60%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 11: Sandalwood Blvd/General Doolittle Dr & Atlantic Blvd

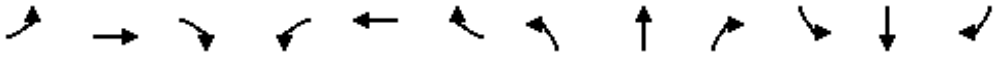




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	343	1822	92	2176	41	32	39	112
v/c Ratio	0.81	0.49	0.61	0.77	0.47	0.25	0.45	0.19
Control Delay	72.0	10.5	98.7	18.6	88.3	31.1	86.8	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.0	10.5	98.7	18.6	88.3	31.1	86.8	26.7
Queue Length 50th (ft)	339	273	101	646	42	5	40	62
Queue Length 95th (ft)	445	377	m163	798	84	41	81	101
Internal Link Dist (ft)		316		295		351	165	
Turn Bay Length (ft)								
Base Capacity (vph)	428	3692	206	2843	290	367	289	583
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.49	0.45	0.77	0.14	0.09	0.13	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	316	1675	1	85	1949	53	38	5	25	31	5	103
Future Volume (veh/h)	316	1675	1	85	1949	53	38	5	25	31	5	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1900	1900	1856	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	343	1821	1	92	2118	53	41	5	24	34	5	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	2	0	0	3	0	0	0	0	0	0	0
Cap, veh/h	361	3836	2	112	2966	74	104	24	115	128	16	467
Arrive On Green	0.21	0.73	0.73	0.12	1.00	1.00	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1753	5271	3	1810	5083	127	1308	285	1369	1022	192	1610
Grp Volume(v), veh/h	343	1176	646	92	1406	765	41	0	29	39	0	101
Grp Sat Flow(s),veh/h/ln	1753	1702	1870	1810	1689	1833	1308	0	1654	1214	0	1610
Q Serve(g_s), s	30.9	23.0	23.0	7.9	0.0	0.0	4.9	0.0	2.6	3.7	0.0	7.6
Cycle Q Clear(g_c), s	30.9	23.0	23.0	7.9	0.0	0.0	11.2	0.0	2.6	6.3	0.0	7.6
Prop In Lane	1.00		0.00	1.00		0.07	1.00		0.83	0.87		1.00
Lane Grp Cap(c), veh/h	361	2477	1361	112	1971	1069	104	0	139	144	0	467
V/C Ratio(X)	0.95	0.47	0.47	0.82	0.71	0.72	0.40	0.00	0.21	0.27	0.00	0.22
Avail Cap(c_a), veh/h	364	2477	1361	206	1971	1069	267	0	345	325	0	668
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.7	9.1	9.1	69.3	0.0	0.0	75.3	0.0	68.3	70.8	0.0	43.0
Incr Delay (d2), s/veh	34.3	0.1	0.2	13.9	2.2	4.1	2.4	0.0	0.7	1.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0	7.7	8.5	3.9	0.6	1.2	1.7	0.0	1.1	1.6	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.0	9.2	9.3	83.1	2.2	4.1	77.8	0.0	69.0	71.8	0.0	43.2
LnGrp LOS	F	A	A	F	A	A	E	A	E	E	A	D
Approach Vol, veh/h		2165			2263			70			140	
Approach Delay, s/veh		23.1			6.2			74.1			51.2	
Approach LOS		C			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	39.7	100.2		20.1	16.7	123.3		20.1				
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	33.2	73.2		* 33	18.2	88.2		* 33				
Max Q Clear Time (g_c+I1), s	32.9	2.0		13.2	9.9	25.0		9.6				
Green Ext Time (p_c), s	0.0	21.7		0.2	0.1	14.6		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		16.5
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

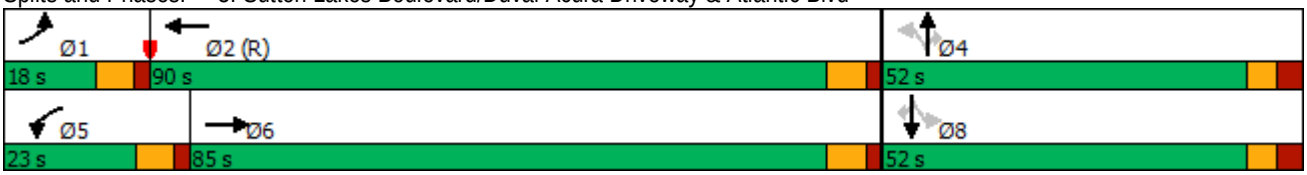
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

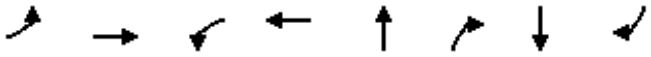
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	54	1504	63	1628	71	1	81	90	0	39
Future Volume (vph)	54	1504	63	1628	71	1	81	90	0	39
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases					4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	3.0	18.0	3.0	18.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.8	44.8	9.8	39.8	51.1	51.1	51.1	52.1	52.1	52.1
Total Split (s)	18.0	85.0	23.0	90.0	52.0	52.0	52.0	52.0	52.0	52.0
Total Split (%)	11.3%	53.1%	14.4%	56.3%	32.5%	32.5%	32.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	3.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		7.1	7.1		7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 44 (28%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

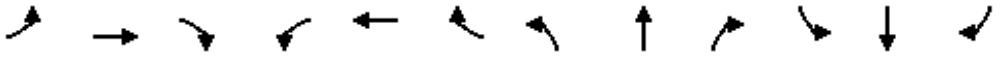
Splits and Phases: 3: Sutton Lakes Boulevard/Duval Acura Driveway & Atlantic Blvd





Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	59	1685	68	1840	78	88	98	42
v/c Ratio	0.51	0.48	0.53	0.51	0.63	0.35	0.69	0.18
Control Delay	75.9	14.7	86.0	12.4	88.9	14.8	91.4	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.9	14.7	86.0	12.4	88.9	14.8	91.4	4.1
Queue Length 50th (ft)	62	267	70	312	80	0	100	0
Queue Length 95th (ft)	111	479	122	437	134	53	161	11
Internal Link Dist (ft)		2140		1279	578		127	
Turn Bay Length (ft)	400		355					
Base Capacity (vph)	132	3546	182	3608	327	516	376	505
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.48	0.37	0.51	0.24	0.17	0.26	0.08

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	1504	46	63	1628	64	71	1	81	90	0	39
Future Volume (veh/h)	54	1504	46	63	1628	64	71	1	81	90	0	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1885	1900	1900	1870	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	59	1635	45	68	1770	63	77	1	77	98	0	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	1	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	75	3862	106	86	3822	136	169	2	118	165	0	118
Arrive On Green	0.04	0.75	0.75	0.05	0.75	0.75	0.07	0.07	0.07	0.07	0.00	0.07
Sat Flow, veh/h	1753	5149	142	1810	5062	180	1704	22	1610	1651	0	1610
Grp Volume(v), veh/h	59	1089	591	68	1190	643	78	0	77	98	0	37
Grp Sat Flow(s),veh/h/ln	1753	1716	1860	1810	1702	1838	1727	0	1610	1651	0	1610
Q Serve(g_s), s	5.3	18.6	18.6	5.9	21.1	21.1	0.0	0.0	7.4	2.3	0.0	3.5
Cycle Q Clear(g_c), s	5.3	18.6	18.6	5.9	21.1	21.1	6.7	0.0	7.4	9.0	0.0	3.5
Prop In Lane	1.00		0.08	1.00		0.10	0.99		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	2573	1395	86	2570	1388	171	0	118	165	0	118
V/C Ratio(X)	0.79	0.42	0.42	0.79	0.46	0.46	0.46	0.00	0.66	0.59	0.00	0.31
Avail Cap(c_a), veh/h	123	2573	1395	183	2570	1388	471	0	452	464	0	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	75.9	7.3	7.3	75.4	7.4	7.4	71.8	0.0	72.2	72.7	0.0	70.4
Incr Delay (d2), s/veh	16.5	0.5	0.9	14.6	0.6	1.1	2.7	0.0	8.5	3.4	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	6.2	6.9	3.1	6.9	7.7	3.3	0.0	3.4	4.2	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.4	7.8	8.3	90.0	8.0	8.5	74.5	0.0	80.7	76.1	0.0	71.9
LnGrp LOS	F	A	A	F	A	A	E	A	F	E	A	E
Approach Vol, veh/h		1739			1901			155			135	
Approach Delay, s/veh		10.9			11.1			77.6			74.9	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	127.6		18.8	14.4	126.8		18.8				
Change Period (Y+Rc), s	6.8	6.8		* 7.1	6.8	6.8		* 7.1				
Max Green Setting (Gmax), s	11.2	83.2		* 45	16.2	78.2		* 45				
Max Q Clear Time (g_c+I1), s	7.3	23.1		9.4	7.9	20.6		11.0				
Green Ext Time (p_c), s	0.0	19.8		1.0	0.1	16.6		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		15.8
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

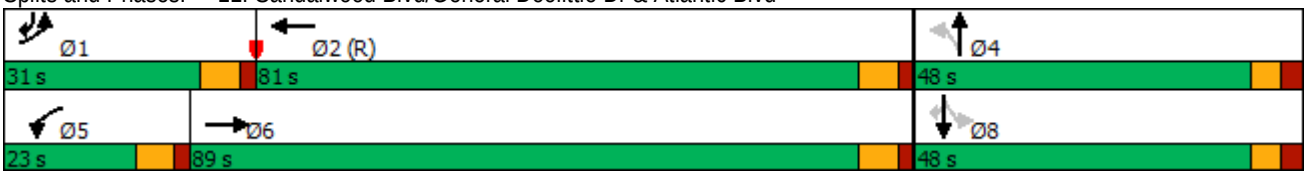
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

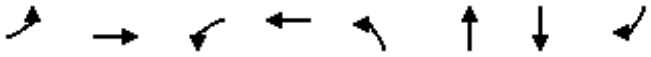
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	232	1638	78	1745	40	5	33	3	281
Future Volume (vph)	232	1638	78	1745	40	5	33	3	281
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	pm+ov
Protected Phases	1	6	5	2		4		8	1
Permitted Phases					4		8		8
Detector Phase	1	6	5	2	4	4	8	8	1
Switch Phase									
Minimum Initial (s)	3.0	18.0	3.0	18.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	9.8	33.8	9.8	35.8	47.6	47.6	45.6	45.6	9.8
Total Split (s)	31.0	89.0	23.0	81.0	48.0	48.0	48.0	48.0	31.0
Total Split (%)	19.4%	55.6%	14.4%	50.6%	30.0%	30.0%	30.0%	30.0%	19.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.9	2.9	2.9	2.9	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.6	6.6		6.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	Min	None	C-Min	Min	Min	Min	Min	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 96 (60%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated

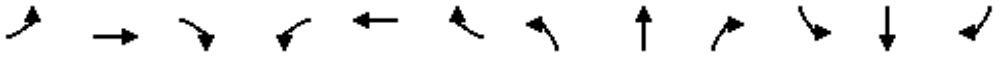
Splits and Phases: 11: Sandalwood Blvd/General Doolittle Dr & Atlantic Blvd





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	252	1783	85	1947	43	29	39	305
v/c Ratio	0.75	0.48	0.59	0.62	0.48	0.22	0.44	0.61
Control Delay	74.6	10.2	95.8	12.5	88.6	31.8	86.3	48.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.6	10.2	95.8	12.5	88.6	31.8	86.3	48.3
Queue Length 50th (ft)	251	261	91	194	44	5	40	251
Queue Length 95th (ft)	341	361	156	598	88	40	81	326
Internal Link Dist (ft)		325		295		351	165	
Turn Bay Length (ft)								
Base Capacity (vph)	337	3706	185	3125	359	448	354	500
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.48	0.46	0.62	0.12	0.06	0.11	0.61

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	1638	3	78	1745	46	40	5	22	33	3	281
Future Volume (veh/h)	232	1638	3	78	1745	46	40	5	22	33	3	281
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1900	1900	1870	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	252	1780	3	85	1897	45	43	5	21	36	3	275
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	267	3451	6	104	2883	68	185	51	215	238	18	502
Arrive On Green	0.15	0.66	0.66	0.12	1.00	1.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1767	5264	9	1810	5131	122	1119	319	1340	1215	114	1610
Grp Volume(v), veh/h	252	1151	632	85	1258	684	43	0	26	39	0	275
Grp Sat Flow(s),veh/h/ln	1767	1702	1869	1810	1702	1848	1119	0	1659	1328	0	1610
Q Serve(g_s), s	22.6	28.2	28.2	7.3	0.0	0.0	5.6	0.0	2.1	3.6	0.0	22.7
Cycle Q Clear(g_c), s	22.6	28.2	28.2	7.3	0.0	0.0	11.3	0.0	2.1	5.7	0.0	22.7
Prop In Lane	1.00		0.00	1.00		0.07	1.00		0.81	0.92		1.00
Lane Grp Cap(c), veh/h	267	2231	1225	104	1912	1039	185	0	267	257	0	502
V/C Ratio(X)	0.94	0.52	0.52	0.82	0.66	0.66	0.23	0.00	0.10	0.15	0.00	0.55
Avail Cap(c_a), veh/h	267	2231	1225	183	1912	1039	294	0	429	397	0	660
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.2	14.3	14.3	70.0	0.0	0.0	63.7	0.0	57.3	59.5	0.0	45.7
Incr Delay (d2), s/veh	39.7	0.2	0.3	14.2	1.8	3.3	0.6	0.0	0.2	0.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.0	10.3	11.3	3.6	0.5	0.9	1.6	0.0	0.9	1.4	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.9	14.5	14.6	84.2	1.8	3.3	64.3	0.0	57.4	59.8	0.0	46.6
LnGrp LOS	F	B	B	F	A	A	E	A	E	E	A	D
Approach Vol, veh/h		2035			2027			69			314	
Approach Delay, s/veh		26.0			5.7			61.7			48.2	
Approach LOS		C			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.0	96.7		32.3	16.0	111.7		32.3				
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	24.2	74.2		* 41	16.2	82.2		* 41				
Max Q Clear Time (g_c+I1), s	24.6	2.0		13.3	9.3	30.2		24.7				
Green Ext Time (p_c), s	0.0	17.0		0.3	0.1	13.7		1.0				

Intersection Summary		
HCM 6th Ctrl Delay		18.9
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

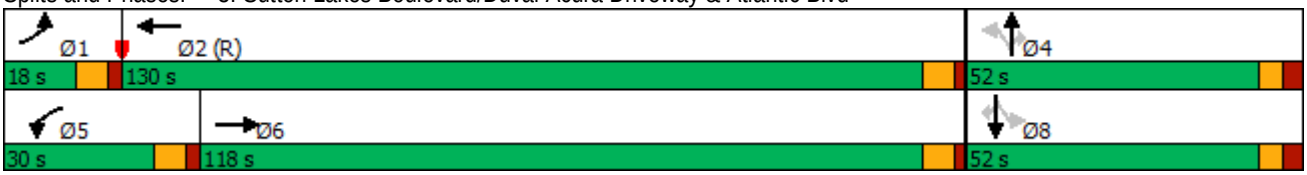
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

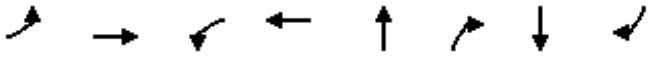
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	31	2820	186	2385	109	1	135	40	3	33
Future Volume (vph)	31	2820	186	2385	109	1	135	40	3	33
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	5	2		4			8	
Permitted Phases					4		4	8		8
Detector Phase	1	6	5	2	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	3.0	18.0	3.0	18.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.8	44.8	9.8	39.8	51.1	51.1	51.1	52.1	52.1	52.1
Total Split (s)	18.0	118.0	30.0	130.0	52.0	52.0	52.0	52.0	52.0	52.0
Total Split (%)	9.0%	59.0%	15.0%	65.0%	26.0%	26.0%	26.0%	26.0%	26.0%	26.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	3.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		7.1	7.1		7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 147 (74%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 3: Sutton Lakes Boulevard/Duval Acura Driveway & Atlantic Blvd





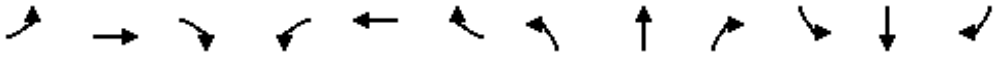
Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	34	3281	202	2622	119	147	46	36
v/c Ratio	0.41	1.05	0.73	0.70	0.75	0.46	0.38	0.13
Control Delay	119.5	73.8	96.5	17.2	110.8	15.8	87.2	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.5	73.8	96.5	17.2	110.8	15.8	87.2	0.9
Queue Length 50th (ft)	42	~1748	257	673	154	7	57	0
Queue Length 95th (ft)	m46	#1929	355	886	227	80	102	0
Internal Link Dist (ft)		2139		1279	578		127	
Turn Bay Length (ft)	400		355					
Base Capacity (vph)	104	3135	275	3750	287	463	220	436
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	1.05	0.73	0.70	0.41	0.32	0.21	0.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	2820	199	186	2385	28	109	1	135	40	3	33
Future Volume (veh/h)	31	2820	199	186	2385	28	109	1	135	40	3	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1885	1870	1870	1900	1856	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	34	3065	194	202	2592	27	118	1	130	43	3	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	1	2	2	0	3	0	1	0	0	0
Cap, veh/h	44	3346	207	207	4000	42	193	1	166	201	13	168
Arrive On Green	0.02	0.68	0.68	0.12	0.77	0.77	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1810	4950	306	1781	5211	54	1505	13	1593	1588	123	1606
Grp Volume(v), veh/h	34	2103	1156	202	1691	928	119	0	130	46	0	32
Grp Sat Flow(s),veh/h/ln	1810	1716	1826	1781	1702	1861	1518	0	1593	1711	0	1606
Q Serve(g_s), s	3.7	102.7	111.8	22.6	45.9	46.2	10.2	0.0	15.9	0.0	0.0	3.6
Cycle Q Clear(g_c), s	3.7	102.7	111.8	22.6	45.9	46.2	14.9	0.0	15.9	4.7	0.0	3.6
Prop In Lane	1.00		0.17	1.00		0.03	0.99		1.00	0.93		1.00
Lane Grp Cap(c), veh/h	44	2319	1234	207	2613	1428	194	0	166	214	0	168
V/C Ratio(X)	0.77	0.91	0.94	0.98	0.65	0.65	0.61	0.00	0.78	0.22	0.00	0.19
Avail Cap(c_a), veh/h	101	2319	1234	207	2613	1428	367	0	358	389	0	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	97.0	27.1	28.6	88.1	10.7	10.8	86.5	0.0	87.3	82.3	0.0	81.8
Incr Delay (d2), s/veh	23.9	6.5	14.3	56.0	1.3	2.3	4.4	0.0	10.7	0.5	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	41.4	50.4	13.6	16.1	18.2	6.3	0.0	7.2	2.3	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	120.9	33.7	42.9	144.1	12.0	13.1	90.9	0.0	98.0	82.8	0.0	82.4
LnGrp LOS	F	C	D	F	B	B	F	A	F	F	A	F
Approach Vol, veh/h		3293			2821			249			78	
Approach Delay, s/veh		37.8			21.8			94.6			82.6	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	160.3		28.0	30.0	142.0		28.0				
Change Period (Y+Rc), s	6.8	6.8		* 7.1	6.8	6.8		* 7.1				
Max Green Setting (Gmax), s	11.2	123.2		* 45	23.2	111.2		* 45				
Max Q Clear Time (g_c+I1), s	5.7	48.2		17.9	24.6	113.8		6.7				
Green Ext Time (p_c), s	0.0	43.6		1.6	0.0	0.0		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		33.5
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

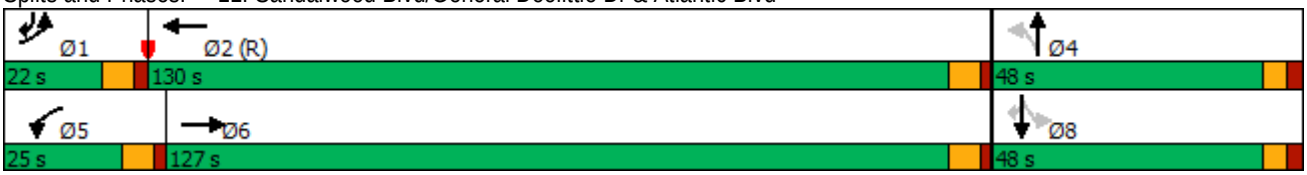
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

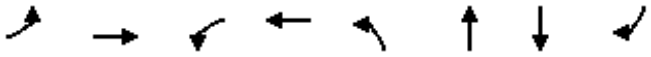
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	114	3061	139	2476	75	7	27	13	60
Future Volume (vph)	114	3061	139	2476	75	7	27	13	60
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	pm+ov
Protected Phases	1	6	5	2		4		8	1
Permitted Phases					4		8		8
Detector Phase	1	6	5	2	4	4	8	8	1
Switch Phase									
Minimum Initial (s)	3.0	18.0	3.0	18.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	9.8	33.8	9.8	35.8	47.6	47.6	45.6	45.6	9.8
Total Split (s)	22.0	127.0	25.0	130.0	48.0	48.0	48.0	48.0	22.0
Total Split (%)	11.0%	63.5%	12.5%	65.0%	24.0%	24.0%	24.0%	24.0%	11.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.9	2.9	2.9	2.9	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.6	6.6		6.6	6.8
Lead/Lag	Lead	Lag	Lead	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					Yes
Recall Mode	None	Min	None	C-Min	Min	Min	Min	Min	None

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 61 (31%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 11: Sandalwood Blvd/General Doolittle Dr & Atlantic Blvd

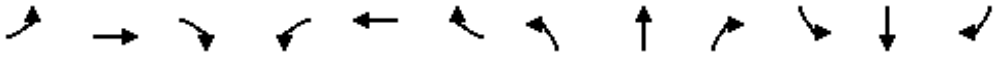




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	124	3332	151	2711	82	54	43	65
v/c Ratio	0.67	0.95	0.69	0.76	0.70	0.29	0.33	0.17
Control Delay	103.1	36.4	84.8	38.8	117.0	27.6	90.5	40.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.1	36.4	84.8	38.8	117.0	27.6	90.5	40.1
Queue Length 50th (ft)	160	1394	193	1110	107	10	54	47
Queue Length 95th (ft)	237	#1756	263	1352	171	59	99	89
Internal Link Dist (ft)		322		305		351	165	
Turn Bay Length (ft)								
Base Capacity (vph)	187	3508	219	3590	273	373	300	380
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.95	0.69	0.76	0.30	0.14	0.14	0.17

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	3061	5	139	2476	18	75	7	42	27	13	60
Future Volume (veh/h)	114	3061	5	139	2476	18	75	7	42	27	13	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1885	1841	1870	1900	1826	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	124	3327	5	151	2691	18	82	8	41	29	14	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	1	4	2	0	5	0	2	0	0	0
Cap, veh/h	138	3643	5	160	3670	25	133	33	168	127	56	318
Arrive On Green	0.08	0.69	0.69	0.06	0.47	0.47	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1810	5307	8	1753	5233	35	1298	270	1382	797	460	1610
Grp Volume(v), veh/h	124	2150	1182	151	1749	960	82	0	49	43	0	57
Grp Sat Flow(s),veh/h/ln	1810	1716	1884	1753	1702	1864	1298	0	1651	1257	0	1610
Q Serve(g_s), s	13.6	105.3	105.5	17.2	83.1	83.4	12.5	0.0	5.4	4.0	0.0	5.9
Cycle Q Clear(g_c), s	13.6	105.3	105.5	17.2	83.1	83.4	21.8	0.0	5.4	9.4	0.0	5.9
Prop In Lane	1.00		0.00	1.00		0.02	1.00		0.84	0.67		1.00
Lane Grp Cap(c), veh/h	138	2355	1293	160	2388	1307	133	0	201	183	0	318
V/C Ratio(X)	0.90	0.91	0.91	0.95	0.73	0.73	0.62	0.00	0.24	0.23	0.00	0.18
Avail Cap(c_a), veh/h	138	2355	1293	160	2388	1307	244	0	342	312	0	456
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	91.7	26.3	26.4	93.4	37.8	37.9	91.4	0.0	79.5	82.3	0.0	66.7
Incr Delay (d2), s/veh	48.5	6.0	10.0	55.4	2.0	3.7	4.6	0.0	0.6	0.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	41.9	47.6	10.4	36.8	41.1	4.4	0.0	2.4	2.1	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	140.1	32.3	36.4	148.8	39.9	41.6	95.9	0.0	80.1	82.9	0.0	67.0
LnGrp LOS	F	C	D	F	D	D	F	A	F	F	A	E
Approach Vol, veh/h		3456			2860			131			100	
Approach Delay, s/veh		37.6			46.2			90.0			73.9	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.0	147.1		30.9	25.0	144.1		30.9				
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	15.2	123.2		* 41	18.2	120.2		* 41				
Max Q Clear Time (g_c+I1), s	15.6	85.4		23.8	19.2	107.5		11.4				
Green Ext Time (p_c), s	0.0	25.1		0.4	0.0	11.8		0.4				

Intersection Summary		
HCM 6th Ctrl Delay	43.0	
HCM 6th LOS	D	

Notes

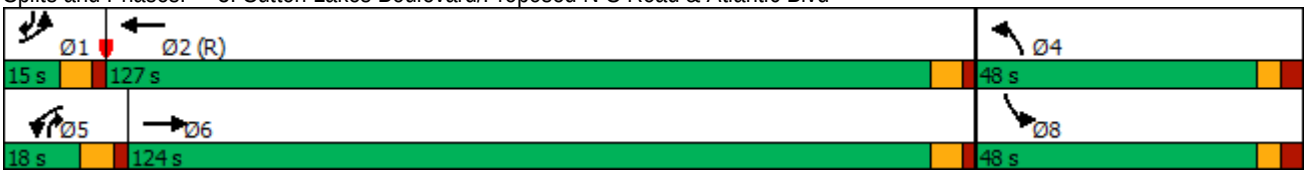
User approved pedestrian interval to be less than phase max green.

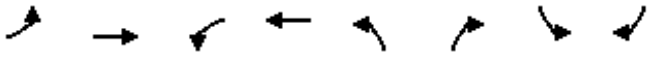
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	1880	59	42	2911	0	195	0	154	7	0	1
Future Volume (vph)	32	1880	59	42	2911	0	195	0	154	7	0	1
Satd. Flow (prot)	3400	5104	0	1805	5136	0	1787	0	1599	1583	0	808
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	5104	0	1805	5136	0	1787	0	1599	1583	0	808
Satd. Flow (RTOR)		4							167			63
Lane Group Flow (vph)	35	2107	0	46	3164	0	212	0	167	8	0	1
Turn Type	Prot	NA		Prot	NA		Prot		Over	Prot		Over
Protected Phases	1	6		5	2		4		5	8		1
Permitted Phases												
Detector Phase	1	6		5	2		4		5	8		1
Switch Phase												
Minimum Initial (s)	3.0	18.0		3.0	18.0		4.0		3.0	4.0		3.0
Minimum Split (s)	9.8	44.8		9.8	39.8		51.1		9.8	52.1		9.8
Total Split (s)	15.0	124.0		18.0	127.0		48.0		18.0	48.0		15.0
Total Split (%)	7.9%	65.3%		9.5%	66.8%		25.3%		9.5%	25.3%		7.9%
Yellow Time (s)	4.8	4.8		4.8	4.8		3.7		4.8	3.7		4.8
All-Red Time (s)	2.0	2.0		2.0	2.0		3.4		2.0	3.4		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		7.1		6.8	7.1		6.8
Lead/Lag	Lead	Lag		Lead	Lag				Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			Yes
Recall Mode	None	Max		None	C-Max		None		None	None		None
Act Effct Green (s)	7.4	130.2		10.4	135.7		28.7		10.4	17.4		7.4
Actuated g/C Ratio	0.04	0.69		0.05	0.71		0.15		0.05	0.09		0.04
v/c Ratio	0.27	0.60		0.47	0.86		0.79		0.68	0.06		0.01
Control Delay	85.3	18.1		101.6	25.3		97.4		24.8	69.9		0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Total Delay	85.3	18.1		101.6	25.3		97.4		24.8	69.9		0.0
LOS	F	B		F	C		F		C	E		A
Approach Delay		19.2			26.4			65.4			62.1	
Approach LOS		B			C			E			E	

Intersection Summary	
Cycle Length: 190	
Actuated Cycle Length: 190	
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 26.3	Intersection LOS: C
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Sutton Lakes Boulevard/Proposed N-S Road & Atlantic Blvd





Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBL	SBR
Lane Group Flow (vph)	35	2107	46	3164	212	167	8	1
v/c Ratio	0.27	0.60	0.47	0.86	0.79	0.68	0.06	0.01
Control Delay	85.3	18.1	101.6	25.3	97.4	24.8	69.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.3	18.1	101.6	25.3	97.4	24.8	69.9	0.0
Queue Length 50th (ft)	22	486	57	1065	259	0	10	0
Queue Length 95th (ft)	m41	593	106	1329	344	84	26	0
Internal Link Dist (ft)		2339		1279				
Turn Bay Length (ft)	375		355					
Base Capacity (vph)	150	3500	114	3668	384	257	340	96
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.60	0.40	0.86	0.55	0.65	0.02	0.01

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

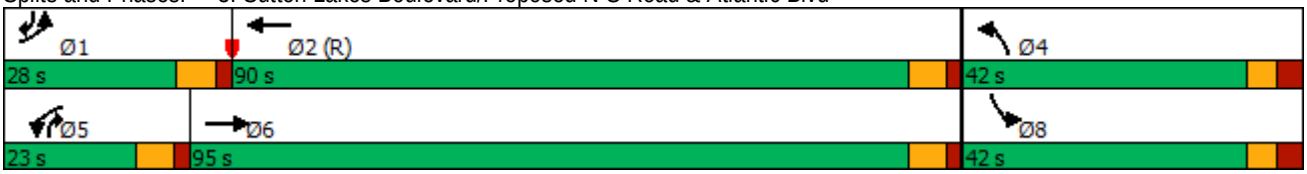
Timings
3: Sutton Lakes Boulevard/Proposed N-S Road & Atlantic Blvd

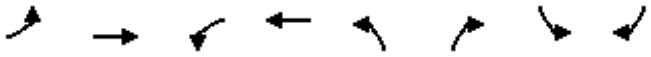
06/28/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	326	1525	49	56	1934	71	97	0	90	45	0	31
Future Volume (vph)	326	1525	49	56	1934	71	97	0	90	45	0	31
Satd. Flow (prot)	3467	5112	0	1805	5016	0	1805	0	1615	1770	0	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	5112	0	1805	5016	0	1805	0	1615	1770	0	1568
Satd. Flow (RTOR)		5			5				98			74
Lane Group Flow (vph)	354	1711	0	61	2179	0	105	0	98	49	0	34
Turn Type	Prot	NA		Prot	NA		Prot		Over	Prot		Over
Protected Phases	1	6		5	2		4		5	8		1
Permitted Phases												
Detector Phase	1	6		5	2		4		5	8		1
Switch Phase												
Minimum Initial (s)	3.0	18.0		3.0	18.0		4.0		3.0	4.0		3.0
Minimum Split (s)	9.8	44.8		9.8	39.8		51.1		9.8	52.1		9.8
Total Split (s)	28.0	95.0		23.0	90.0		42.0		23.0	42.0		28.0
Total Split (%)	17.5%	59.4%		14.4%	56.3%		26.3%		14.4%	26.3%		17.5%
Yellow Time (s)	4.8	4.8		4.8	4.8		3.7		4.8	3.7		4.8
All-Red Time (s)	2.0	2.0		2.0	2.0		3.4		2.0	3.4		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		7.1		6.8	7.1		6.8
Lead/Lag	Lead	Lag		Lead	Lag				Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			Yes
Recall Mode	None	Max		None	C-Max		None		None	None		None
Act Effct Green (s)	21.5	112.9		10.8	102.2		15.6		10.8	14.8		21.5
Actuated g/C Ratio	0.13	0.71		0.07	0.64		0.10		0.07	0.09		0.13
v/c Ratio	0.76	0.47		0.50	0.68		0.60		0.49	0.30		0.12
Control Delay	70.7	16.3		85.7	20.8		82.6		20.3	70.4		0.9
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Total Delay	70.7	16.3		85.7	20.8		82.6		20.3	70.4		0.9
LOS	E	B		F	C		F		C	E		A
Approach Delay		25.6			22.6			52.5			42.0	
Approach LOS		C			C			D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 25.6	Intersection LOS: C
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Sutton Lakes Boulevard/Proposed N-S Road & Atlantic Blvd





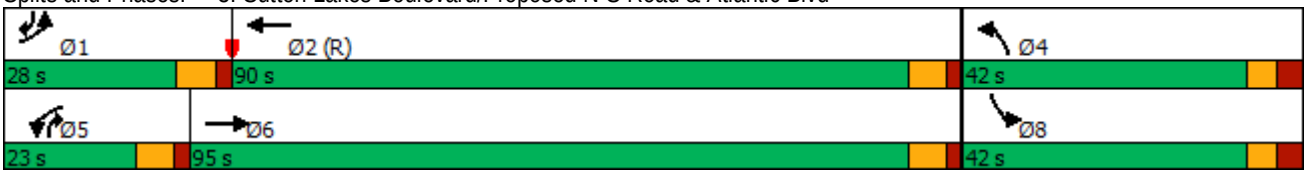
Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBL	SBR
Lane Group Flow (vph)	354	1711	61	2179	105	98	49	34
v/c Ratio	0.76	0.47	0.50	0.68	0.60	0.49	0.30	0.12
Control Delay	70.7	16.3	85.7	20.8	82.6	20.3	70.4	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.7	16.3	85.7	20.8	82.6	20.3	70.4	0.9
Queue Length 50th (ft)	187	462	63	507	107	0	48	0
Queue Length 95th (ft)	206	483	113	664	170	60	92	0
Internal Link Dist (ft)		2379		1267				
Turn Bay Length (ft)	375		355					
Base Capacity (vph)	495	3609	182	3204	393	251	386	287
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.47	0.34	0.68	0.27	0.39	0.13	0.12

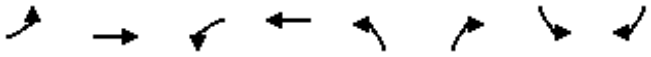
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	1486	46	63	1667	53	71	0	82	108	0	90
Future Volume (vph)	254	1486	46	63	1667	53	71	0	82	108	0	90
Satd. Flow (prot)	3467	5111	0	1805	5112	0	1805	0	1615	1805	0	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	5111	0	1805	5112	0	1805	0	1615	1805	0	1615
Satd. Flow (RTOR)		4			4				89			98
Lane Group Flow (vph)	276	1665	0	68	1870	0	77	0	89	117	0	98
Turn Type	Prot	NA		Prot	NA		Prot		Over	Prot		Over
Protected Phases	1	6		5	2		4		5	8		1
Permitted Phases												
Detector Phase	1	6		5	2		4		5	8		1
Switch Phase												
Minimum Initial (s)	3.0	18.0		3.0	18.0		4.0		3.0	4.0		3.0
Minimum Split (s)	9.8	44.8		9.8	39.8		51.1		9.8	52.1		9.8
Total Split (s)	28.0	95.0		23.0	90.0		42.0		23.0	42.0		28.0
Total Split (%)	17.5%	59.4%		14.4%	56.3%		26.3%		14.4%	26.3%		17.5%
Yellow Time (s)	4.8	4.8		4.8	4.8		3.7		4.8	3.7		4.8
All-Red Time (s)	2.0	2.0		2.0	2.0		3.4		2.0	3.4		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		7.1		6.8	7.1		6.8
Lead/Lag	Lead	Lag		Lead	Lag				Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			Yes
Recall Mode	None	Max		None	C-Max		None		None	None		None
Act Effct Green (s)	18.0	112.2		11.4	105.6		15.7		11.4	15.7		18.0
Actuated g/C Ratio	0.11	0.70		0.07	0.66		0.10		0.07	0.10		0.11
v/c Ratio	0.71	0.46		0.53	0.55		0.44		0.45	0.66		0.37
Control Delay	70.8	18.4		86.0	16.1		74.5		19.5	86.6		14.5
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Total Delay	70.8	18.4		86.0	16.1		74.5		19.5	86.6		14.5
LOS	E	B		F	B		E		B	F		B
Approach Delay		25.8			18.6			45.0			53.8	
Approach LOS		C			B			D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 24.7	Intersection LOS: C
Intersection Capacity Utilization 63.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Sutton Lakes Boulevard/Proposed N-S Road & Atlantic Blvd





Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBL	SBR
Lane Group Flow (vph)	276	1665	68	1870	77	89	117	98
v/c Ratio	0.71	0.46	0.53	0.55	0.44	0.45	0.66	0.37
Control Delay	70.8	18.4	86.0	16.1	74.5	19.5	86.6	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.8	18.4	86.0	16.1	74.5	19.5	86.6	14.5
Queue Length 50th (ft)	145	403	70	362	77	0	120	0
Queue Length 95th (ft)	171	523	122	484	130	58	185	57
Internal Link Dist (ft)		2365		1268				
Turn Bay Length (ft)	375		355					
Base Capacity (vph)	465	3586	182	3376	393	243	393	301
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.46	0.37	0.55	0.20	0.37	0.30	0.33

Intersection Summary

Timings
3: Sutton Lakes Boulevard/Proposed N-S Road & Atlantic Blvd

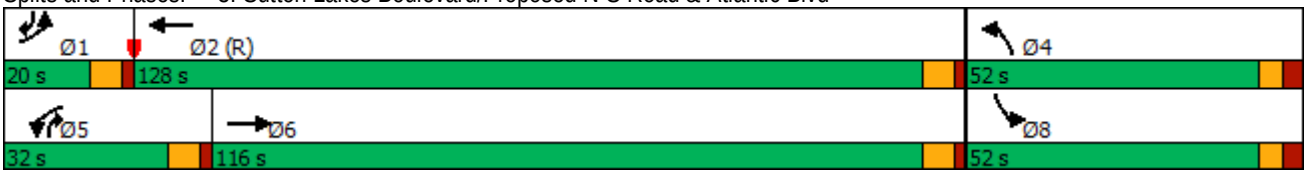
06/28/2022

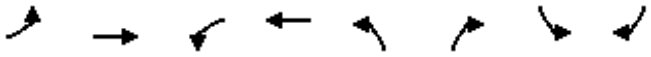
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	2818	202	186	2421	18	109	0	136	42	0	11
Future Volume (vph)	99	2818	202	186	2421	18	109	0	136	42	0	11
Satd. Flow (prot)	3467	5084	0	1770	5081	0	1752	0	1599	1805	0	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	5084	0	1770	5081	0	1752	0	1599	1805	0	1615
Satd. Flow (RTOR)		9			1				148			97
Lane Group Flow (vph)	108	3283	0	202	2652	0	118	0	148	46	0	12
Turn Type	Prot	NA		Prot	NA		Prot		Over	Prot		Over
Protected Phases	1	6		5	2		4		5	8		1
Permitted Phases												
Detector Phase	1	6		5	2		4		5	8		1
Switch Phase												
Minimum Initial (s)	3.0	18.0		3.0	18.0		4.0		3.0	4.0		3.0
Minimum Split (s)	9.8	44.8		9.8	39.8		51.1		9.8	52.1		9.8
Total Split (s)	20.0	116.0		32.0	128.0		52.0		32.0	52.0		20.0
Total Split (%)	10.0%	58.0%		16.0%	64.0%		26.0%		16.0%	26.0%		10.0%
Yellow Time (s)	4.8	4.8		4.8	4.8		3.7		4.8	3.7		4.8
All-Red Time (s)	2.0	2.0		2.0	2.0		3.4		2.0	3.4		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		7.1		6.8	7.1		6.8
Lead/Lag	Lead	Lag		Lead	Lag				Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			Yes
Recall Mode	None	Max		None	C-Max		None		None	None		None
Act Effct Green (s)	11.6	129.8		29.7	147.9		19.8		29.7	18.5		11.6
Actuated g/C Ratio	0.06	0.65		0.15	0.74		0.10		0.15	0.09		0.06
v/c Ratio	0.54	0.99		0.77	0.71		0.68		0.41	0.28		0.07
Control Delay	115.8	52.5		100.7	16.3		105.9		12.2	86.0		0.6
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Total Delay	115.8	52.5		100.7	16.3		105.9		12.2	86.0		0.6
LOS	F	D		F	B		F		B	F		A
Approach Delay		54.5			22.3			53.8			68.3	
Approach LOS		D			C			D			E	

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 147 (74%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 40.6 Intersection LOS: D
Intersection Capacity Utilization 92.5% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3: Sutton Lakes Boulevard/Proposed N-S Road & Atlantic Blvd





Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBL	SBR
Lane Group Flow (vph)	108	3283	202	2652	118	148	46	12
v/c Ratio	0.54	0.99	0.77	0.71	0.68	0.41	0.28	0.07
Control Delay	115.8	52.5	100.7	16.3	105.9	12.2	86.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.8	52.5	100.7	16.3	105.9	12.2	86.0	0.6
Queue Length 50th (ft)	70	~1664	259	650	153	0	57	0
Queue Length 95th (ft)	m80	#1857	351	827	226	71	102	0
Internal Link Dist (ft)		2325		1307				
Turn Bay Length (ft)	375		355					
Base Capacity (vph)	234	3303	268	3758	393	367	405	199
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.99	0.75	0.71	0.30	0.40	0.11	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.