

APPENDIX C – *Traffic*
Memorandum

TRAFFIC MEMORANDUM

US 17 from New Berlin Road to Max Leggett Parkway

Prepared for:



Florida Department of Transportation
District Two

Duval County, Florida

December 2021

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1. INTRODUCTION

The Florida Department of Transportation (FDOT) District 2 is conducting a traffic study for the US 17 corridor from New Berlin Road to Max Leggett Parkway. The purpose of this memorandum is to summarize and present the existing traffic and future traffic estimates within the study boundaries.

1.1 Project Study Area

The study corridor of US 17 is located in Duval County in the State of Florida. US 17 is a north-south corridor and the project limits of this report includes the corridor of US 17 from New Berlin Road and extends to Max Leggett Parkway. The project study area is illustrated in **Figure 1-1**.



2. EXISTING CONDITIONS

This section of report describes the details of the study corridor and the data collection methodology.

2.1 Existing Conditions

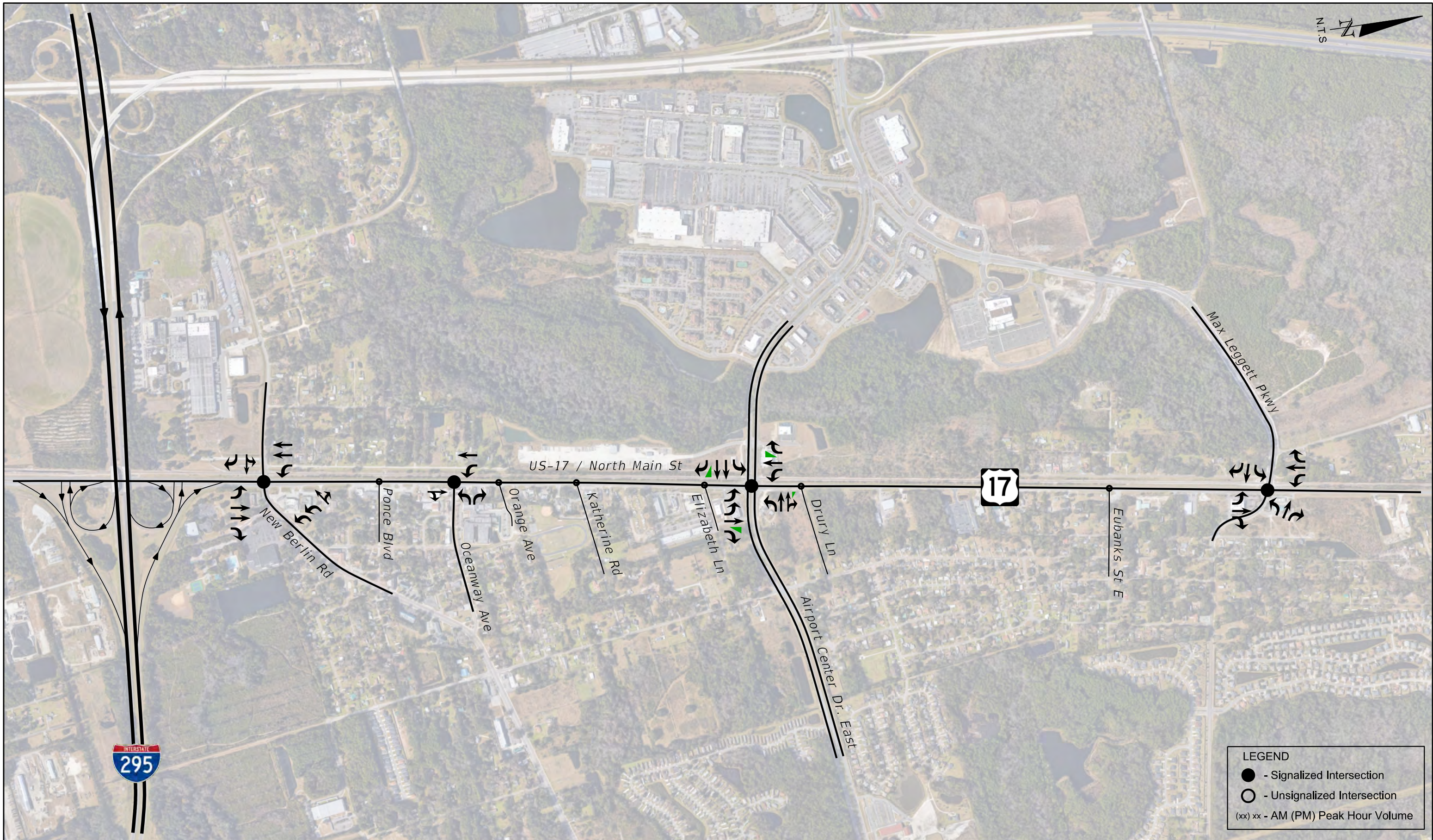
US 17 is a north-south highway, a commuter route running through Duval County. US 17 provides access to multiple commercial establishments (such as gas stations, restaurants, auto parts store, etc.). The Oceanway Middle School is located within the project study area just north of Oceanway Avenue with access driveway connecting to US 17.

Within the study area, US 17 is a 2-lane undivided Urban Principal Arterial. The posted speed limit on US 17 between New Berlin Road and Airport Center Drive is 45mph. North of the Airport Center Drive, the posted speed limit on US 17 is 50mph.

The study area includes the following **signalized intersections** listed from South to North.

Corridor	Signalized Intersections along Study Corridor	Functional Classification of Crossroads	Posted Speed Limit
US 17	New Berlin Road	Urban Minor Arterial	45 mph
	Oceanway Avenue	Access Road	
	Airport Center Drive	Urban Major Collector	
	Max Leggett Parkway	Urban Major Collector	50 mph

There are no sidewalks along US-17 in the project study area, except around the CVS Pharmacy and Circle K convenience store around Max Leggett Parkway. There are no bike lanes along US 17 within the study corridor. The existing lane configuration at signalized intersections within the project study area is illustrated in **Figure 2-1**.



2.2 Traffic Data Collection

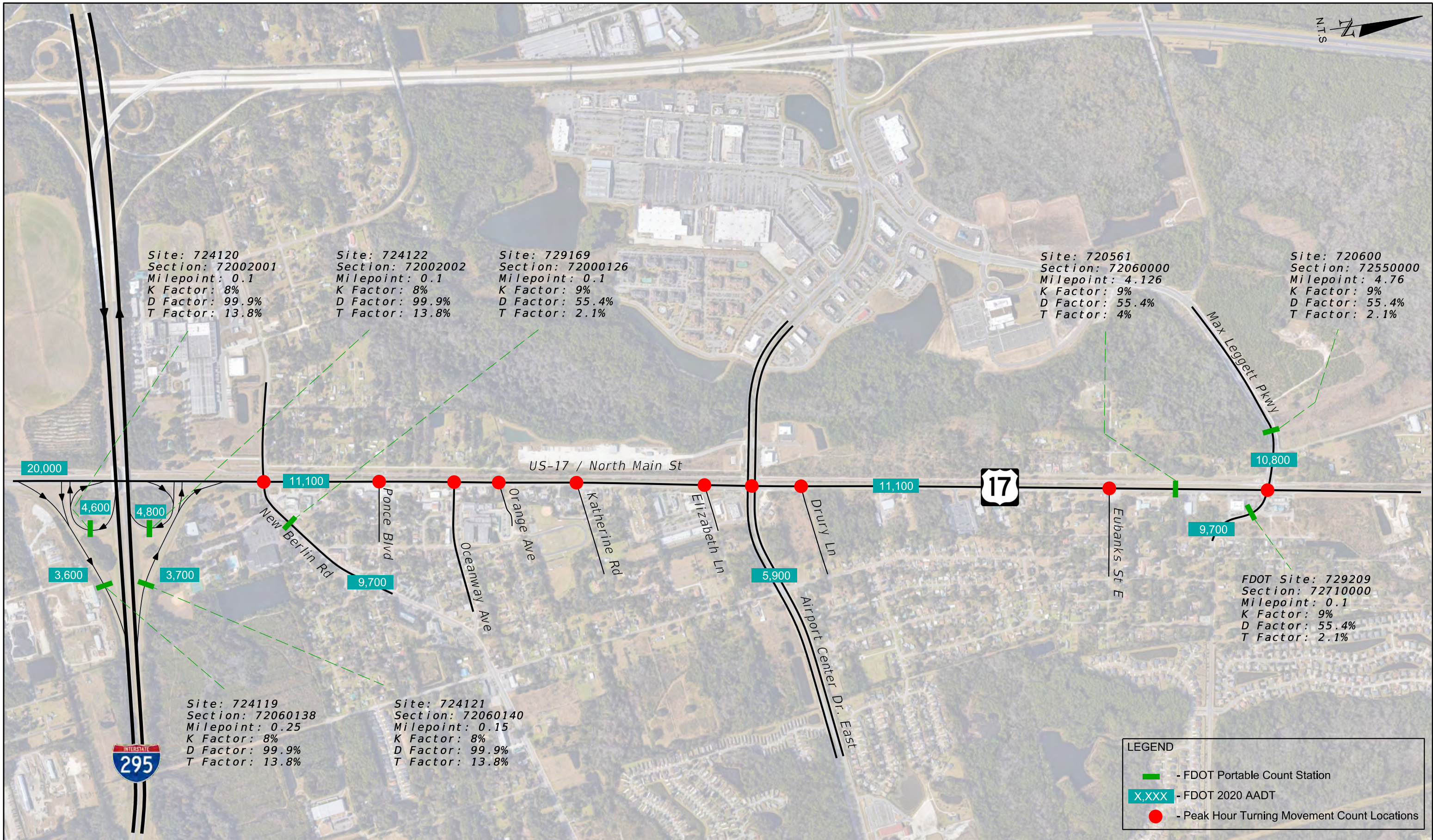
The traffic data used for this study was collected on October 27th, 2021, on a Wednesday at signalized and unsignalized intersections. The turning movement traffic data for each intersection included a 6-hour turning movement count (5:00 AM to 8:00 AM, and 4:00 PM to 7:00 PM). In addition to the field data, FDOT's Florida Traffic Online (FTO) portal was utilized to collect historical Annual Average Daily Traffic and other traffic attributes.

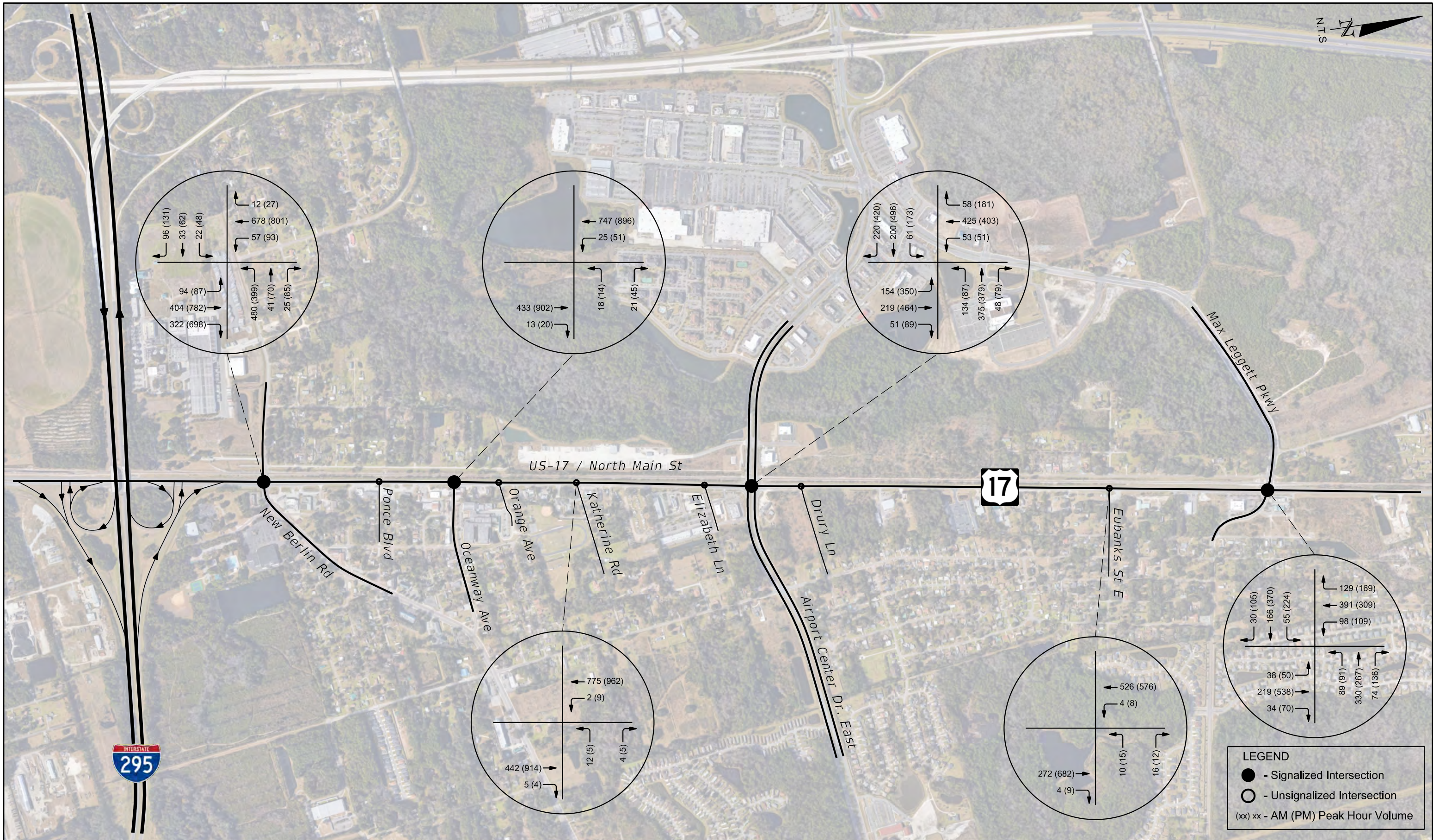
The turning movement count locations, FDOT 2020 AADT and location of FDOT's portable count stations are illustrated in **Figure 2-2**.

2.3 Existing Traffic Volumes

The field collected data was reviewed to determine the system peak hour for the purpose of balancing and forecasting a consistent peak hour for the purpose of operational analysis. However, given the spacing of signalized intersections and the number of sinks and sources along the corridor, it was determined that the peak volume of each intersection will be used to forecast traffic.

The existing year 2021 peak hour volumes for the AM and PM peak are illustrated in **Figure 2-3**.





2.4 Existing Truck Traffic

Trucks were counted as part of the study effort using the 6-hour turning movement counts at the study intersections (see Appendix A).

The following table shows the peak hour truck percentage based on the turning movement counts along US 17 at the intersections in the project study area:

		New Berlin Road		Oceanway Ave		Airport Center Dr		Max Leggett Pkwy	
Travel Direction		NB	SB	NB	SB	NB	SB	NB	SB
AM	Total Traffic	820	747	446	772	424	536	291	618
	Trucks	52	38	38	40	31	27	39	24
	T%	6.34%	5.09%	8.52%	5.18%	7.31%	5.04%	13.40%	3.88%
PM	Total Traffic	1,567	921	922	947	903	635	658	587
	Trucks	37	21	25	21	22	18	20	15
	T%	2.36%	2.28%	2.71%	2.22%	2.44%	2.83%	3.04%	2.56%

3. DEVELOPMENT OF FUTURE TRAFFIC FORECAST

The development of traffic projections for US 17 requires the review of historical traffic growth, population estimates for Duval County and characteristics of the study intersection.

An annual growth rate was selected for US 17 project study area based upon comparison of historical volume trends, projected area-wide growth trends from the University of Florida's Bureau of Economic and Business Research (BEBR), and model growth rates. Future intersection turning movements were projected using accepted methodologies from the FDOT Project Traffic Forecasting Handbook.

The following section discusses how future travel demand was determined.

3.1 Design Period

The following design periods were used for the study corridor:

- Opening Year: 2030
- Design Year: 2050

3.2 Selected Travel Demand Model

The latest available version of the Northeast Regional Planning Model (NERPM-AB) covers the study limits. The Base Year (2015) and Design Year (2045) model volumes were used to estimate growth rates used to develop future traffic for this study. The NERPM is based on the Florida Standard Urban Transportation Modeling Structure (FSUTMS) and is recognized by FDOT District Two as an acceptable travel demand forecasting tool used to develop Design Traffic for several recent improvement projects.

The NERPM is validated to its base year. No further modifications or validations of the travel demand model were performed as part of this study. The model volumes are shown in the following table along with the 2050 estimated AADT. The 2050 AADTs were projected using an average growth rate of 2%:

Road	Direction	2015 AADT	2045 AADT	2050 Estimated AADT	Linear Growth Rate (2015 to 2045)	Compound Growth Rate (2015 to 2045)
US 17; North of New Berlin Rd	NB	6,403	12,559	13,900	3.20%	2.27%
	SB	6,769	13,658	15,100	3.39%	2.37%
US 17; South of Airport Center Dr	NB	5,629	12,384	13,700	4.00%	2.66%
	SB	6,037	13,321	14,700	4.02%	2.67%
US 17; North of Airport Center Dr	NB	3,980	6,104	6,700	1.78%	1.44%
	SB	3,629	7,824	8,600	3.85%	2.59%
US 17; North of Max Leggett	NB	7,453	11,354	12,500	1.74%	1.41%
	SB	6,678	11,341	12,500	2.33%	1.78%
AVERAGE					3.04%	2.15%

3.3 Historical Traffic Growth

The historical AADT volumes for the study intersection were obtained from FTO for the past 10 years (2011-2020) to study the historical linear growth trend. Historical AADTs were obtained from the 2020 FDOT Florida Traffic information online portal. Historic growth rates were evaluated using FDOT standard spreadsheets for linear trend analysis. Generally, only growth rates with an R^2 value greater than or equal to 75 percent should be considered when determining growth factors with historical trends. The results from the FDOT TRENDS Analysis Tool for each count station in the study area are provided in Appendix B.

Road	FDOT Portable Count Station Location	FDOT Count Station	Annual Historic Growth Rate	Trend R^2
US-17	South of Max Leggett Pkwy	720561	1.20%	51.3%
Max Leggett Pkwy	W of US-17	720600	8.42%	80.34%
Max Leggett Pkwy	E of US-17	729209	2.57%	79.12%
New Berlin Rd	E of US-17	729169	-0.11%	10.30%

FDOT 2020 AADTs were considered while developing the growth rate. Consideration for the variance of traffic due to Covid-19 was made while computing the design year growth rate.

3.4 Population Projections

In addition to the historical trend analysis, the University of Florida's BEBR projections were obtained for Duval County. The BEBR projections show an estimate for 2020 and projections from 2025 to 2045. The low, medium, and high projections for 2045 are summarized in the following table:

Year	Duval County
Population Estimates and Projections	
2020	982,080
2025	1,043,200
2030	1,092,200
2035	1,131,500
2040	1,164,100
2045	1,192,500
Linear Growth Rate	
2025-2035	0.85%
2025-2045	0.72%
Compound Growth Rate	
2025-2035	0.82%
2025-2045	0.67%

Based on the Census population counts, the county shows a slight increase in population from year 2025 to 2045.

It is important to note that the BEBR data accounts for countywide data and does not necessarily reflect expected growth on specific roadways or sub-areas of the county. It is useful in reviewing

reasonableness of growth rates obtained from other sources such as travel demand models or historical AADT data.

3.5 Growth Rate

The purpose of evaluating various traffic forecasting methodologies was to recommend the most reasonable growth rate using forecasting methods for the study area. The forecasting methodologies that were reviewed include:

- Regression analysis of at least 10 years of the most recent historical Annual Average Daily Traffic (AADTs) from FDOT count sites using FDOT Trend analysis spreadsheet.
- Growth rate estimates from the University of Florida's BEBR projections for Duval County.
- Traffic projection estimates from the Northeast Regional Planning Model (NERPM-AB)

After reviewing the growth rates from multiple methodologies, a 2% compound annual growth rate was applied to estimate the future traffic volumes from 2021 to 2050.

3.6 Development of Turning Movement Volumes

The future years turning movement volumes were developed by applying the recommended compound annual growth rates as follows:

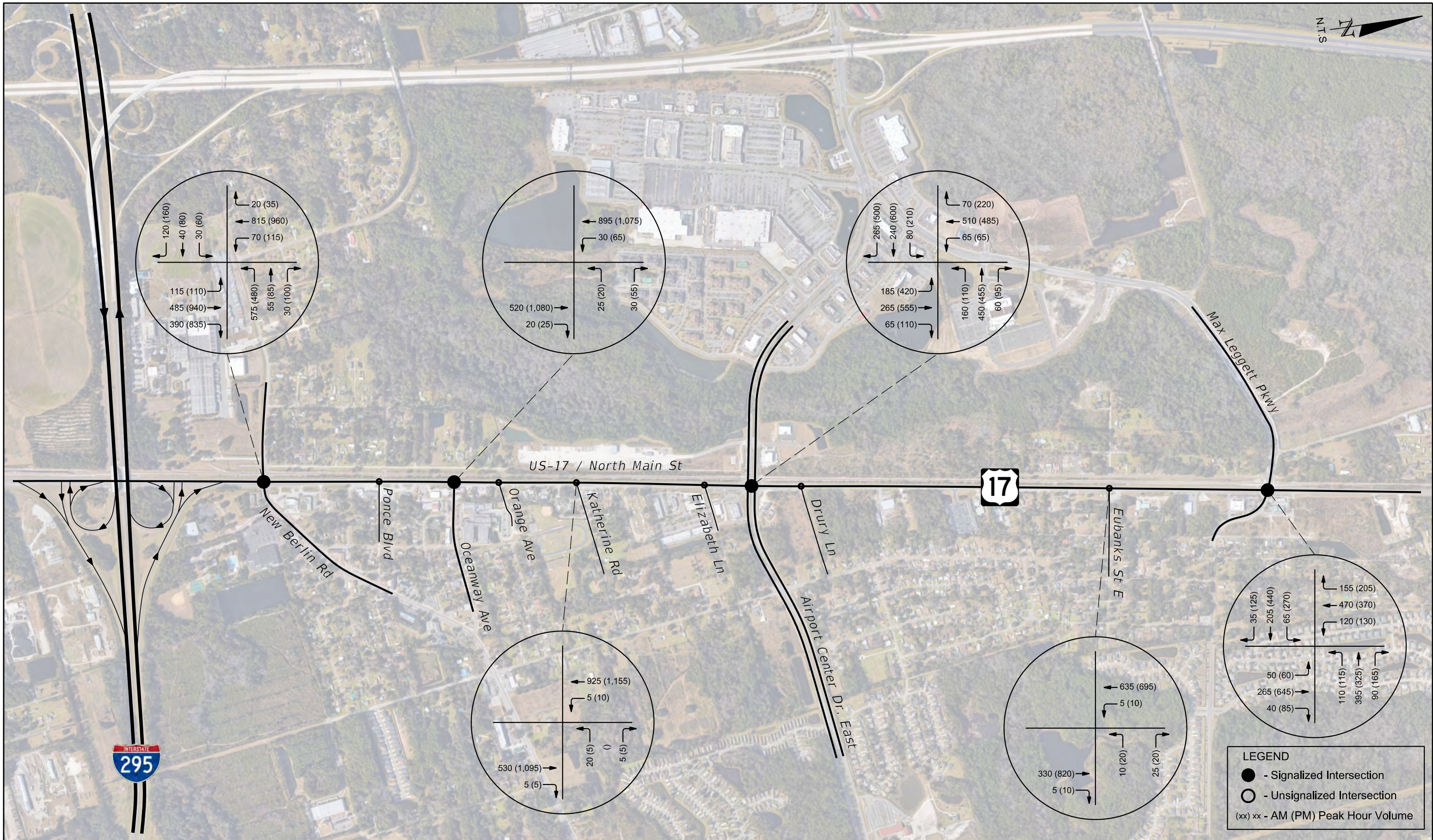
Year	Compound Growth Rate
2021 to 2030 Existing to Opening Year	2%
2030 to 2050 Opening Year to Design Year	2%

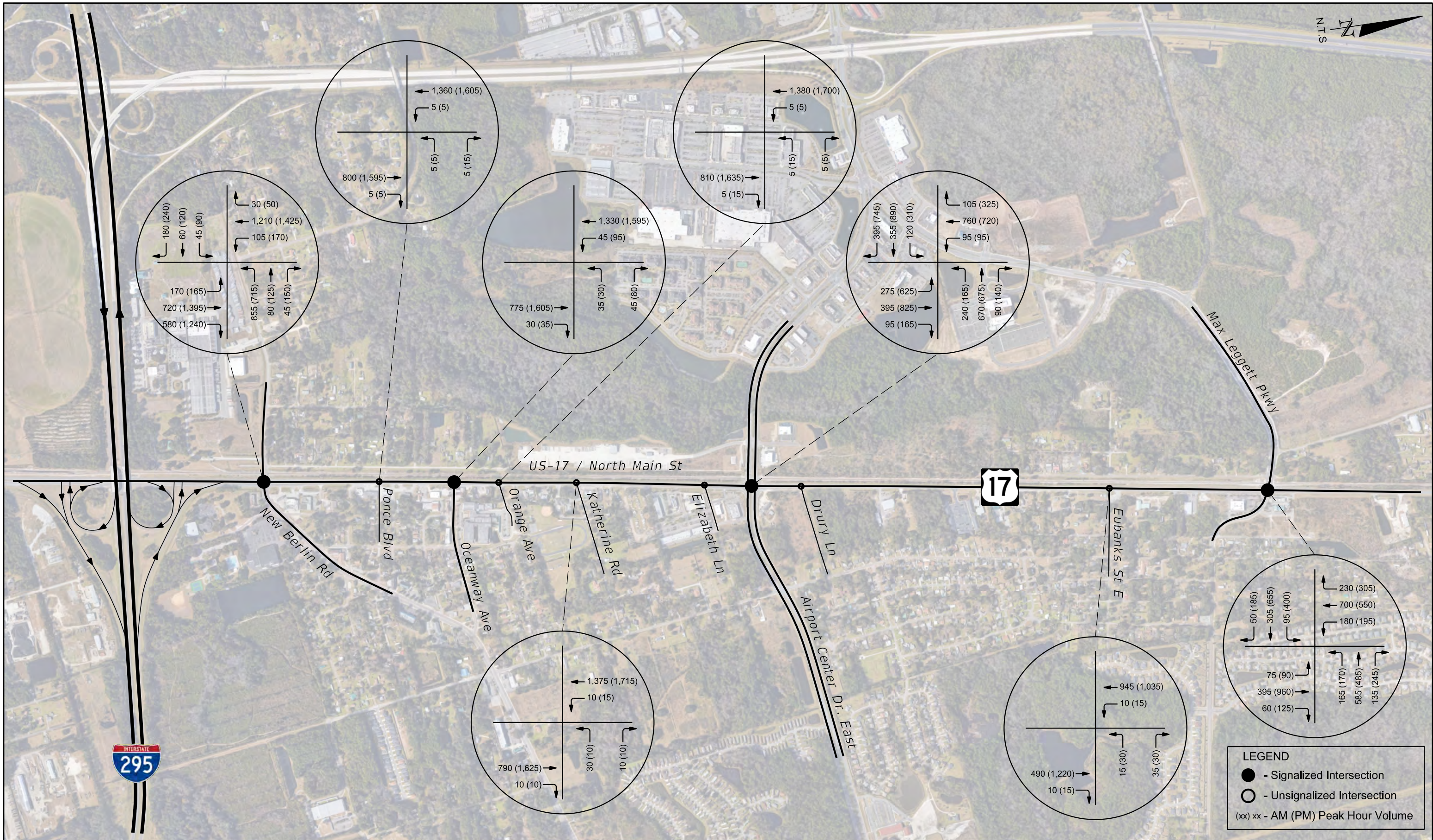
A compound growth rate of 2% was applied to account for the increase in growth as depicted by the NERPM model. This growth rate was derived after reviewing the Florida Traffic Online (FTO) data, NERPM, BEBR report and the FDOT TRENDS output. **Figures 3-1** and **Figure 3-2** show the projected 2030 and 2050 traffic volumes.

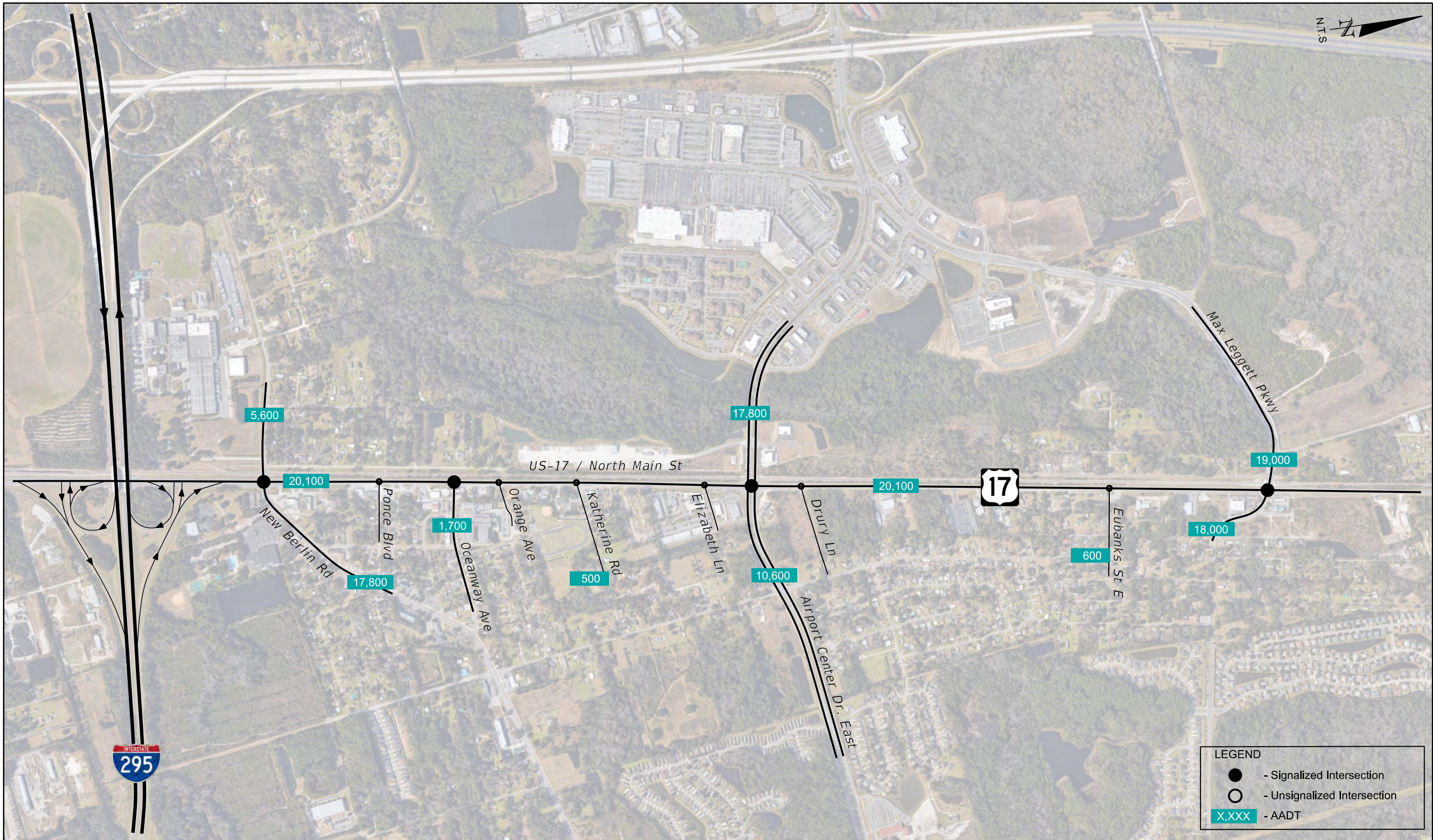
3.7 Annual Average Daily Traffic Estimation for Crossroads

The 2050 design year Annual Average Daily Traffic (AADT) was estimated from the developed turning movement volumes. To estimate the AADTs for the crossroads, the K and D were estimated using existing counts and existing AADTs. The same were then applied to the developed 2050 volumes to estimate the future AADT of the crossroads along US 17.

Figure 3-3 shows the estimated AADTs for the year 2050 along US 17 and major crossroads.







Appendix A

Raw Traffic Count Data

Peggy Malone & Associates

(888) 247-8602

File Name : 3-US 17 & New Berlin Rd AM
 Site Code :
 Start Date : 10/27/2021
 Page No : 1

Groups Printed- Cars

	US 17 Southbound					New Berlin Rd Westbound					US 17 Northbound					Cole Rd W Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 AM	1	46	1	0	48	3	2	17	0	22	7	19	5	1	32	5	0	1	0	6	108
05:15 AM	0	45	3	0	48	2	4	27	0	33	19	8	18	0	45	9	2	0	0	11	137
05:30 AM	0	73	6	1	80	1	6	33	0	40	16	32	19	0	67	7	1	1	0	9	196
05:45 AM	2	52	6	0	60	2	4	30	0	36	24	19	7	0	50	13	1	0	0	14	160
Total	3	216	16	1	236	8	16	107	0	131	66	78	49	1	194	34	4	2	0	40	601
06:00 AM	0	89	5	0	94	4	4	42	0	50	27	28	14	0	69	8	1	1	0	10	223
06:15 AM	0	99	10	0	109	6	2	70	0	78	29	37	13	0	79	15	4	1	0	20	286
06:30 AM	3	135	5	0	143	7	7	80	0	94	49	54	21	0	124	19	4	6	0	29	390
06:45 AM	5	129	8	0	142	1	8	90	0	99	73	77	26	0	176	23	5	6	0	34	451
Total	8	452	28	0	488	18	21	282	0	321	178	196	74	0	448	65	14	14	0	93	1350
07:00 AM	2	125	10	0	137	2	5	104	0	111	66	67	15	0	148	24	8	7	0	39	435
07:15 AM	1	158	11	0	170	4	15	98	0	117	62	84	18	0	164	30	6	5	0	41	492
07:30 AM	3	178	16	0	197	7	11	139	0	157	87	127	26	0	240	24	6	3	0	33	627
07:45 AM	5	179	16	0	200	9	10	133	0	152	101	99	28	0	228	15	12	6	0	33	613
Total	11	640	53	0	704	22	41	474	0	537	316	377	87	0	780	93	32	21	0	146	2167
Grand Total	22	1308	97	1	1428	48	78	863	0	989	560	651	210	1	1422	192	50	37	0	279	4118
Apprch %	1.5	91.6	6.8	0.1		4.9	7.9	87.3	0		39.4	45.8	14.8	0.1		68.8	17.9	13.3	0		
Total %	0.5	31.8	2.4	0	34.7	1.2	1.9	21	0	24	13.6	15.8	5.1	0	34.5	4.7	1.2	0.9	0	6.8	

	US 17 Southbound				New Berlin Rd Westbound				US 17 Northbound				Cole Rd W Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	125	10	137	2	5	104	111	66	67	15	148	24	8	7	39	435
07:15 AM	1	158	11	170	4	15	98	117	62	84	18	164	30	6	5	41	492
07:30 AM	3	178	16	197	7	11	139	157	87	127	26	240	24	6	3	33	627
07:45 AM	5	179	16	200	9	10	133	152	101	99	28	228	15	12	6	33	613
Total Volume	11	640	53	704	22	41	474	537	316	377	87	780	93	32	21	146	2167
% App. Total	1.6	90.9	7.5		4.1	7.6	88.3		40.5	48.3	11.2		63.7	21.9	14.4		
PHF	.550	.894	.828	.880	.611	.683	.853	.855	.782	.742	.777	.813	.775	.667	.750	.890	.864

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File Name : 3-US 17 & New Berlin Rd AM
 Site Code :
 Start Date : 10/27/2021
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Groups Printed- Trucks

	US 17 Southbound					New Berlin Rd Westbound					US 17 Northbound					Cole Rd W Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:15 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30 AM	0	2	0	0	2	0	0	1	0	1	2	1	2	0	5	0	0	0	0	0	8
05:45 AM	0	1	0	0	1	1	0	0	0	1	1	5	1	0	7	0	0	0	0	0	9
Total	0	11	0	0	11	1	0	1	0	2	3	7	3	0	13	0	0	0	0	0	26
06:00 AM	0	8	1	0	9	1	0	2	0	3	2	4	1	0	7	0	0	0	0	0	19
06:15 AM	0	3	0	0	3	0	0	1	0	1	1	3	1	0	5	0	0	1	0	1	10
06:30 AM	0	10	1	0	11	0	0	1	0	1	1	10	0	0	11	2	0	1	0	3	26
06:45 AM	0	8	0	0	8	0	0	2	0	2	3	18	1	0	22	2	1	0	0	3	35
Total	0	29	2	0	31	1	0	6	0	7	7	35	3	0	45	4	1	2	0	7	90
07:00 AM	0	10	0	0	10	0	0	1	0	1	1	7	1	0	9	1	0	0	0	1	21
07:15 AM	0	8	1	0	9	1	0	2	0	3	2	5	3	0	10	1	0	1	0	2	24
07:30 AM	0	11	0	0	11	1	0	1	0	2	1	5	2	0	8	0	0	0	0	0	21
07:45 AM	1	9	3	0	13	1	0	2	0	3	2	10	1	0	13	1	1	0	0	2	31
Total	1	38	4	0	43	3	0	6	0	9	6	27	7	0	40	3	1	1	0	5	97
Grand Total	1	78	6	0	85	5	0	13	0	18	16	69	13	0	98	7	2	3	0	12	213
Apprch %	1.2	91.8	7.1	0		27.8	0	72.2	0		16.3	70.4	13.3	0		58.3	16.7	25	0		
Total %	0.5	36.6	2.8	0	39.9	2.3	0	6.1	0	8.5	7.5	32.4	6.1	0	46	3.3	0.9	1.4	0	5.6	

	US 17 Southbound				New Berlin Rd Westbound				US 17 Northbound				Cole Rd W Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	0	10	1	11	0	0	1	1	1	10	0	11	2	0	1	3	26
06:45 AM	0	8	0	8	0	0	2	2	3	18	1	22	2	1	0	3	35
07:00 AM	0	10	0	10	0	0	1	1	1	7	1	9	1	0	0	1	21
07:15 AM	0	8	1	9	1	0	2	3	2	5	3	10	1	0	1	2	24
Total Volume	0	36	2	38	1	0	6	7	7	40	5	52	6	1	2	9	106
% App. Total	0	94.7	5.3		14.3	0	85.7		13.5	76.9	9.6		66.7	11.1	22.2		
PHF	.000	.900	.500	.864	.250	.000	.750	.583	.583	.556	.417	.591	.750	.250	.500	.750	.757

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File Name : 3-US 17 & New Berlin Rd AM
 Site Code :
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 Page No : 1

Groups Printed- Combined

	US 17 Southbound					New Berlin Rd Westbound					US 17 Northbound					Cole Rd W Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 AM	1	48	1	0	50	3	2	17	0	22	7	20	5	1	33	5	0	1	0	6	111
05:15 AM	0	51	3	0	54	2	4	27	0	33	19	8	18	0	45	9	2	0	0	11	143
05:30 AM	0	75	6	1	82	1	6	34	0	41	18	33	21	0	72	7	1	1	0	9	204
05:45 AM	2	53	6	0	61	3	4	30	0	37	25	24	8	0	57	13	1	0	0	14	169
Total	3	227	16	1	247	9	16	108	0	133	69	85	52	1	207	34	4	2	0	40	627
06:00 AM	0	97	6	0	103	5	4	44	0	53	29	32	15	0	76	8	1	1	0	10	242
06:15 AM	0	102	10	0	112	6	2	71	0	79	30	40	14	0	84	15	4	2	0	21	296
06:30 AM	3	145	6	0	154	7	7	81	0	95	50	64	21	0	135	21	4	7	0	32	416
06:45 AM	5	137	8	0	150	1	8	92	0	101	76	95	27	0	198	25	6	6	0	37	486
Total	8	481	30	0	519	19	21	288	0	328	185	231	77	0	493	69	15	16	0	100	1440
07:00 AM	2	135	10	0	147	2	5	105	0	112	67	74	16	0	157	25	8	7	0	40	456
07:15 AM	1	166	12	0	179	5	15	100	0	120	64	89	21	0	174	31	6	6	0	43	516
07:30 AM	3	189	16	0	208	8	11	140	0	159	88	132	28	0	248	24	6	3	0	33	648
07:45 AM	6	188	19	0	213	10	10	135	0	155	103	109	29	0	241	16	13	6	0	35	644
Total	12	678	57	0	747	25	41	480	0	546	322	404	94	0	820	96	33	22	0	151	2264
Grand Total	23	1386	103	1	1513	53	78	876	0	1007	576	720	223	1	1520	199	52	40	0	291	4331
Apprch %	1.5	91.6	6.8	0.1		5.3	7.7	87	0		37.9	47.4	14.7	0.1		68.4	17.9	13.7	0		
Total %	0.5	32	2.4	0	34.9	1.2	1.8	20.2	0	23.3	13.3	16.6	5.1	0	35.1	4.6	1.2	0.9	0	6.7	

	US 17 Southbound				New Berlin Rd Westbound				US 17 Northbound				Cole Rd W Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	135	10	147	2	5	105	112	67	74	16	157	25	8	7	40	456
07:15 AM	1	166	12	179	5	15	100	120	64	89	21	174	31	6	6	43	516
07:30 AM	3	189	16	208	8	11	140	159	88	132	28	248	24	6	3	33	648
07:45 AM	6	188	19	213	10	10	135	155	103	109	29	241	16	13	6	35	644
Total Volume	12	678	57	747	25	41	480	546	322	404	94	820	96	33	22	151	2264
% App. Total	1.6	90.8	7.6		4.6	7.5	87.9		39.3	49.3	11.5		63.6	21.9	14.6		
PHF	.500	.897	.750	.877	.625	.683	.857	.858	.782	.765	.810	.827	.774	.635	.786	.878	.873

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File Name : 3-US 17 & New Berlin Rd PM
 Site Code :
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Groups Printed- Cars

	US 17 Southbound					New Berlin Rd Westbound					US 17 Northbound					Cole Rd W Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	177	19	0	202	17	15	94	0	126	149	190	24	0	363	21	5	13	0	39	730
04:15 PM	7	179	12	0	198	21	12	64	0	97	170	181	19	0	370	7	15	9	0	31	696
04:30 PM	7	198	20	1	226	22	21	101	0	144	169	154	19	0	342	35	17	10	0	62	774
04:45 PM	9	200	26	0	235	25	17	109	0	151	167	172	24	0	363	37	21	10	0	68	817
Total	29	754	77	1	861	85	65	368	0	518	655	697	86	0	1438	100	58	42	0	200	3017
05:00 PM	5	190	22	0	217	21	15	83	0	119	177	225	19	0	421	29	14	16	0	59	816
05:15 PM	6	195	23	0	224	16	16	103	0	135	176	216	21	0	413	27	10	12	0	49	821
05:30 PM	4	160	34	0	198	19	19	103	0	141	174	169	22	0	365	16	8	4	1	29	733
05:45 PM	3	179	40	1	223	13	15	88	0	116	194	151	19	0	364	16	10	6	0	32	735
Total	18	724	119	1	862	69	65	377	0	511	721	761	81	0	1563	88	42	38	1	169	3105
06:00 PM	0	167	32	0	199	25	7	85	0	117	140	151	13	0	304	18	12	7	0	37	657
06:15 PM	3	153	23	0	179	18	13	86	0	117	144	142	6	0	292	17	7	8	0	32	620
06:30 PM	4	152	24	0	180	24	5	90	0	119	109	130	15	0	254	16	5	7	0	28	581
06:45 PM	11	133	24	1	169	20	8	67	0	95	111	122	23	0	256	5	9	3	0	17	537
Total	18	605	103	1	727	87	33	328	0	448	504	545	57	0	1106	56	33	25	0	114	2395
Grand Total	65	2083	299	3	2450	241	163	1073	0	1477	1880	2003	224	0	4107	244	133	105	1	483	8517
Apprch %	2.7	85	12.2	0.1		16.3	11	72.6	0		45.8	48.8	5.5	0		50.5	27.5	21.7	0.2		
Total %	0.8	24.5	3.5	0	28.8	2.8	1.9	12.6	0	17.3	22.1	23.5	2.6	0	48.2	2.9	1.6	1.2	0	5.7	

	US 17 Southbound				New Berlin Rd Westbound				US 17 Northbound				Cole Rd W Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	198	20	225	22	21	101	144	169	154	19	342	35	17	10	62	773
04:45 PM	9	200	26	235	25	17	109	151	167	172	24	363	37	21	10	68	817
05:00 PM	5	190	22	217	21	15	83	119	177	225	19	421	29	14	16	59	816
05:15 PM	6	195	23	224	16	16	103	135	176	216	21	413	27	10	12	49	821
Total Volume	27	783	91	901	84	69	396	549	689	767	83	1539	128	62	48	238	3227
% App. Total	3	86.9	10.1		15.3	12.6	72.1		44.8	49.8	5.4		53.8	26.1	20.2		
PHF	.750	.979	.875	.959	.840	.821	.908	.909	.973	.852	.865	.914	.865	.738	.750	.875	.983

Peggy Malone & Associates

(888) 247-8602

File Name : 3-US 17 & New Berlin Rd PM
 Site Code :
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Groups Printed- Trucks

	US 17 Southbound					New Berlin Rd Westbound					US 17 Northbound					Cole Rd W Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	7	0	0	7	0	1	1	0	2	3	3	2	0	8	2	0	0	0	2	19
04:15 PM	0	1	0	0	1	0	0	1	0	1	4	10	2	0	16	2	0	0	0	2	20
04:30 PM	0	5	0	0	5	0	0	2	0	2	4	2	1	0	7	0	0	0	0	0	14
04:45 PM	0	6	2	0	8	0	0	1	0	1	2	4	0	0	6	0	0	0	0	0	15
Total	0	19	2	0	21	0	1	5	0	6	13	19	5	0	37	4	0	0	0	4	68
05:00 PM	0	2	0	0	2	1	0	0	0	1	2	7	1	0	10	1	0	0	0	1	14
05:15 PM	0	5	0	0	5	0	1	0	0	1	1	2	2	0	5	2	0	0	0	2	13
05:30 PM	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	1	0	0	0	1	6
05:45 PM	0	5	0	0	5	1	0	0	0	1	2	1	1	0	4	0	0	0	0	0	10
Total	0	13	0	0	13	2	1	1	0	4	5	13	4	0	22	4	0	0	0	4	43
06:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
06:15 PM	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5
06:30 PM	0	2	0	0	2	0	0	1	0	1	0	0	3	0	3	1	0	0	0	1	7
06:45 PM	0	7	0	0	7	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	9
Total	0	17	0	0	17	0	1	1	0	2	0	6	4	0	10	1	0	0	0	1	30
Grand Total	0	49	2	0	51	2	3	7	0	12	18	38	13	0	69	9	0	0	0	9	141
Apprch %	0	96.1	3.9	0		16.7	25	58.3	0		26.1	55.1	18.8	0		100	0	0	0		
Total %	0	34.8	1.4	0	36.2	1.4	2.1	5	0	8.5	12.8	27	9.2	0	48.9	6.4	0	0	0	6.4	

	US 17 Southbound				New Berlin Rd Westbound				US 17 Northbound				Cole Rd W Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	7	0	7	0	1	1	2	3	3	2	8	2	0	0	2	19
04:15 PM	0	1	0	1	0	0	1	1	4	10	2	16	2	0	0	2	20
04:30 PM	0	5	0	5	0	0	2	2	4	2	1	7	0	0	0	0	14
04:45 PM	0	6	2	8	0	0	1	1	2	4	0	6	0	0	0	0	15
Total Volume	0	19	2	21	0	1	5	6	13	19	5	37	4	0	0	4	68
% App. Total	0	90.5	9.5		0	16.7	83.3		35.1	51.4	13.5		100	0	0		
PHF	.000	.679	.250	.656	.000	.250	.625	.750	.813	.475	.625	.578	.500	.000	.000	.500	.850

Peggy Malone & Associates

(888) 247-8602

File Name : 3-US 17 & New Berlin Rd PM
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Groups Printed- Combined

	US 17 Southbound					New Berlin Rd Westbound					US 17 Northbound					Cole Rd W Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	184	19	0	209	17	16	95	0	128	152	193	26	0	371	23	5	13	0	41	749
04:15 PM	7	180	12	0	199	21	12	65	0	98	174	191	21	0	386	9	15	9	0	33	716
04:30 PM	7	203	20	1	231	22	21	103	0	146	173	156	20	0	349	35	17	10	0	62	788
04:45 PM	9	206	28	0	243	25	17	110	0	152	169	176	24	0	369	37	21	10	0	68	832
Total	29	773	79	1	882	85	66	373	0	524	668	716	91	0	1475	104	58	42	0	204	3085
05:00 PM	5	192	22	0	219	22	15	83	0	120	179	232	20	0	431	30	14	16	0	60	830
05:15 PM	6	200	23	0	229	16	17	103	0	136	177	218	23	0	418	29	10	12	0	51	834
05:30 PM	4	161	34	0	199	19	19	104	0	142	174	172	22	0	368	17	8	4	1	30	739
05:45 PM	3	184	40	1	228	14	15	88	0	117	196	152	20	0	368	16	10	6	0	32	745
Total	18	737	119	1	875	71	66	378	0	515	726	774	85	0	1585	92	42	38	1	173	3148
06:00 PM	0	171	32	0	203	25	7	85	0	117	140	156	13	0	309	18	12	7	0	37	666
06:15 PM	3	157	23	0	183	18	13	86	0	117	144	142	7	0	293	17	7	8	0	32	625
06:30 PM	4	154	24	0	182	24	5	91	0	120	109	130	18	0	257	17	5	7	0	29	588
06:45 PM	11	140	24	1	176	20	9	67	0	96	111	123	23	0	257	5	9	3	0	17	546
Total	18	622	103	1	744	87	34	329	0	450	504	551	61	0	1116	57	33	25	0	115	2425
Grand Total	65	2132	301	3	2501	243	166	1080	0	1489	1898	2041	237	0	4176	253	133	105	1	492	8658
Apprch %	2.6	85.2	12	0.1		16.3	11.1	72.5	0		45.5	48.9	5.7	0		51.4	27	21.3	0.2		
Total %	0.8	24.6	3.5	0	28.9	2.8	1.9	12.5	0	17.2	21.9	23.6	2.7	0	48.2	2.9	1.5	1.2	0	5.7	

	US 17 Southbound				New Berlin Rd Westbound				US 17 Northbound				Cole Rd W Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	203	20	230	22	21	103	146	173	156	20	349	35	17	10	62	787
04:45 PM	9	206	28	243	25	17	110	152	169	176	24	369	37	21	10	68	832
05:00 PM	5	192	22	219	22	15	83	120	179	232	20	431	30	14	16	60	830
05:15 PM	6	200	23	229	16	17	103	136	177	218	23	418	29	10	12	51	834
Total Volume	27	801	93	921	85	70	399	554	698	782	87	1567	131	62	48	241	3283
% App. Total	2.9	87	10.1		15.3	12.6	72		44.5	49.9	5.6		54.4	25.7	19.9		
PHF	.750	.972	.830	.948	.850	.833	.907	.911	.975	.843	.906	.909	.885	.738	.750	.886	.984

Peggy Malone & Associates

(888) 247-8602

File Name : 5-US 17 & Oceanway Ave AM
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Groups Printed- Cars

	US 17 Southbound				Oceanway Ave Westbound				US 17 Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
05:00 AM	49	1	0	50	0	0	0	0	0	22	0	22	72
05:15 AM	55	1	0	56	1	1	0	2	0	10	0	10	68
05:30 AM	71	0	0	71	1	0	0	1	0	28	0	28	100
05:45 AM	62	1	0	63	1	0	0	1	0	20	0	20	84
Total	237	3	0	240	3	1	0	4	0	80	0	80	324
06:00 AM	99	3	0	102	4	2	0	6	1	32	0	33	141
06:15 AM	109	1	0	110	3	0	0	3	2	44	0	46	159
06:30 AM	141	3	0	144	0	3	0	3	1	52	0	53	200
06:45 AM	131	0	0	131	2	2	0	4	1	73	0	74	209
Total	480	7	0	487	9	7	0	16	5	201	0	206	709
07:00 AM	154	2	0	156	2	1	0	3	0	75	0	75	234
07:15 AM	162	6	0	168	5	2	1	8	3	86	0	89	265
07:30 AM	197	10	0	207	7	7	0	14	4	130	0	134	355
07:45 AM	191	7	0	198	7	8	0	15	6	112	0	118	331
Total	704	25	0	729	21	18	1	40	13	403	0	416	1185
Grand Total	1421	35	0	1456	33	26	1	60	18	684	0	702	2218
Apprch %	97.6	2.4	0		55	43.3	1.7		2.6	97.4	0		
Total %	64.1	1.6	0	65.6	1.5	1.2	0	2.7	0.8	30.8	0	31.7	

	US 17 Southbound			Oceanway Ave Westbound			US 17 Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	154	2	156	2	1	3	0	75	75	234
07:15 AM	162	6	168	5	2	7	3	86	89	264
07:30 AM	197	10	207	7	7	14	4	130	134	355
07:45 AM	191	7	198	7	8	15	6	112	118	331
Total Volume	704	25	729	21	18	39	13	403	416	1184
% App. Total	96.6	3.4		53.8	46.2		3.1	96.9		
PHF	.893	.625	.880	.750	.563	.650	.542	.775	.776	.834

Peggy Malone & Associates

(888) 247-8602

File Name : 5-US 17 & Oceanway Ave AM
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Groups Printed- Trucks

	US 17 Southbound				Oceanway Ave Westbound				US 17 Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
05:00 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
05:15 AM	6	0	0	6	0	0	0	0	0	0	0	0	6
05:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
05:45 AM	3	0	0	3	0	0	0	0	0	6	0	6	9
Total	14	0	0	14	0	0	0	0	0	9	0	9	23
06:00 AM	7	0	0	7	0	0	0	0	0	3	0	3	10
06:15 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
06:30 AM	10	0	0	10	0	1	0	1	0	9	0	9	20
06:45 AM	9	0	0	9	0	0	0	0	0	17	0	17	26
Total	29	0	0	29	0	1	0	1	0	33	0	33	63
07:00 AM	13	0	0	13	0	0	0	0	0	7	0	7	20
07:15 AM	8	0	0	8	0	0	0	0	0	5	0	5	13
07:30 AM	10	0	0	10	0	0	0	0	0	6	0	6	16
07:45 AM	12	0	0	12	0	0	0	0	0	12	0	12	24
Total	43	0	0	43	0	0	0	0	0	30	0	30	73
Grand Total	86	0	0	86	0	1	0	1	0	72	0	72	159
Apprch %	100	0	0		0	100	0		0	100	0		
Total %	54.1	0	0	54.1	0	0.6	0	0.6	0	45.3	0	45.3	

	US 17 Southbound			Oceanway Ave Westbound			US 17 Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:30 AM										
06:30 AM	10	0	10	0	1	1	0	9	9	20
06:45 AM	9	0	9	0	0	0	0	17	17	26
07:00 AM	13	0	13	0	0	0	0	7	7	20
07:15 AM	8	0	8	0	0	0	0	5	5	13
Total Volume	40	0	40	0	1	1	0	38	38	79
% App. Total	100	0		0	100		0	100		
PHF	.769	.000	.769	.000	.250	.250	.000	.559	.559	.760

Peggy Malone & Associates

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File Name : 5-US 17 & Oceanway Ave AM
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Groups Printed- Combined

	US 17 Southbound				Oceanway Ave Westbound				US 17 Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
05:00 AM	52	1	0	53	0	0	0	0	0	24	0	24	77
05:15 AM	61	1	0	62	1	1	0	2	0	10	0	10	74
05:30 AM	73	0	0	73	1	0	0	1	0	29	0	29	103
05:45 AM	65	1	0	66	1	0	0	1	0	26	0	26	93
Total	251	3	0	254	3	1	0	4	0	89	0	89	347
06:00 AM	106	3	0	109	4	2	0	6	1	35	0	36	151
06:15 AM	112	1	0	113	3	0	0	3	2	48	0	50	166
06:30 AM	151	3	0	154	0	4	0	4	1	61	0	62	220
06:45 AM	140	0	0	140	2	2	0	4	1	90	0	91	235
Total	509	7	0	516	9	8	0	17	5	234	0	239	772
07:00 AM	167	2	0	169	2	1	0	3	0	82	0	82	254
07:15 AM	170	6	0	176	5	2	1	8	3	91	0	94	278
07:30 AM	207	10	0	217	7	7	0	14	4	136	0	140	371
07:45 AM	203	7	0	210	7	8	0	15	6	124	0	130	355
Total	747	25	0	772	21	18	1	40	13	433	0	446	1258
Grand Total	1507	35	0	1542	33	27	1	61	18	756	0	774	2377
Apprch %	97.7	2.3	0		54.1	44.3	1.6		2.3	97.7	0		
Total %	63.4	1.5	0	64.9	1.4	1.1	0	2.6	0.8	31.8	0	32.6	

	US 17 Southbound			Oceanway Ave Westbound			US 17 Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	167	2	169	2	1	3	0	82	82	254
07:15 AM	170	6	176	5	2	7	3	91	94	277
07:30 AM	207	10	217	7	7	14	4	136	140	371
07:45 AM	203	7	210	7	8	15	6	124	130	355
Total Volume	747	25	772	21	18	39	13	433	446	1257
% App. Total	96.8	3.2		53.8	46.2		2.9	97.1		
PHF	.902	.625	.889	.750	.563	.650	.542	.796	.796	.847

Peggy Malone & Associates

(888) 247-8602

File Name : 5-US 17 & Oceanway Ave PM
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Groups Printed- Cars

	US 17 Southbound				Oceanway Ave Westbound				US 17 Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	203	3	0	206	7	5	0	12	0	208	0	208	426
04:15 PM	177	6	0	183	14	7	0	21	3	194	0	197	401
04:30 PM	229	18	0	247	12	5	0	17	5	179	0	184	448
04:45 PM	244	7	0	251	6	3	0	9	6	218	0	224	484
Total	853	34	0	887	39	20	0	59	14	799	0	813	1759
05:00 PM	206	18	0	224	14	4	0	18	3	224	0	227	469
05:15 PM	218	12	0	230	15	4	0	19	7	225	0	232	481
05:30 PM	217	13	0	230	9	2	0	11	3	221	0	224	465
05:45 PM	214	13	0	227	11	0	0	11	6	171	0	177	415
Total	855	56	0	911	49	10	0	59	19	841	0	860	1830
06:00 PM	194	6	0	200	18	6	1	25	4	178	0	182	407
06:15 PM	186	9	0	195	3	2	0	5	2	179	0	181	381
06:30 PM	177	5	0	182	11	3	0	14	0	160	0	160	356
06:45 PM	175	8	0	183	8	2	0	10	1	147	0	148	341
Total	732	28	0	760	40	13	1	54	7	664	0	671	1485
Grand Total	2440	118	0	2558	128	43	1	172	40	2304	0	2344	5074
Apprch %	95.4	4.6	0		74.4	25	0.6		1.7	98.3	0		
Total %	48.1	2.3	0	50.4	2.5	0.8	0	3.4	0.8	45.4	0	46.2	

	US 17 Southbound			Oceanway Ave Westbound			US 17 Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	244	7	251	6	3	9	6	218	224	484
05:00 PM	206	18	224	14	4	18	3	224	227	469
05:15 PM	218	12	230	15	4	19	7	225	232	481
05:30 PM	217	13	230	9	2	11	3	221	224	465
Total Volume	885	50	935	44	13	57	19	888	907	1899
% App. Total	94.7	5.3		77.2	22.8		2.1	97.9		
PHF	.907	.694	.931	.733	.813	.750	.679	.987	.977	.981

Peggy Malone & Associates

(888) 247-8602

File Name : 5-US 17 & Oceanway Ave PM
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Groups Printed- Trucks

	US 17 Southbound				Oceanway Ave Westbound				US 17 Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	5	0	0	5	0	0	0	0	0	4	0	4	9
04:15 PM	3	3	0	6	1	0	0	1	1	10	0	11	18
04:30 PM	6	0	0	6	0	1	0	1	0	5	0	5	12
04:45 PM	4	0	0	4	0	1	0	1	1	4	0	5	10
Total	18	3	0	21	1	2	0	3	2	23	0	25	49
05:00 PM	2	1	0	3	1	0	0	1	0	5	0	5	9
05:15 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
05:30 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
05:45 PM	5	0	0	5	1	0	0	1	0	1	0	1	7
Total	12	1	0	13	2	0	0	2	0	11	0	11	26
06:00 PM	4	0	0	4	0	0	0	0	0	4	0	4	8
06:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
06:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
06:45 PM	6	0	0	6	0	0	0	0	0	0	0	0	6
Total	15	0	0	15	0	0	0	0	0	4	0	4	19
Grand Total	45	4	0	49	3	2	0	5	2	38	0	40	94
Apprch %	91.8	8.2	0		60	40	0		5	95	0		
Total %	47.9	4.3	0	52.1	3.2	2.1	0	5.3	2.1	40.4	0	42.6	

	US 17 Southbound			Oceanway Ave Westbound			US 17 Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	5	0	5	0	0	0	0	4	4	9
04:15 PM	3	3	6	1	0	1	1	10	11	18
04:30 PM	6	0	6	0	1	1	0	5	5	12
04:45 PM	4	0	4	0	1	1	1	4	5	10
Total Volume	18	3	21	1	2	3	2	23	25	49
% App. Total	85.7	14.3		33.3	66.7		8	92		
PHF	.750	.250	.875	.250	.500	.750	.500	.575	.568	.681

Peggy Malone & Associates

(888) 247-8602

File Name : 5-US 17 & Oceanway Ave PM
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Groups Printed- Combined

Start Time	US 17 Southbound				Oceanway Ave Westbound				US 17 Northbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
04:00 PM	208	3	0	211	7	5	0	12	0	212	0	212	435
04:15 PM	180	9	0	189	15	7	0	22	4	204	0	208	419
04:30 PM	235	18	0	253	12	6	0	18	5	184	0	189	460
04:45 PM	248	7	0	255	6	4	0	10	7	222	0	229	494
Total	871	37	0	908	40	22	0	62	16	822	0	838	1808
05:00 PM	208	19	0	227	15	4	0	19	3	229	0	232	478
05:15 PM	222	12	0	234	15	4	0	19	7	227	0	234	487
05:30 PM	218	13	0	231	9	2	0	11	3	224	0	227	469
05:45 PM	219	13	0	232	12	0	0	12	6	172	0	178	422
Total	867	57	0	924	51	10	0	61	19	852	0	871	1856
06:00 PM	198	6	0	204	18	6	1	25	4	182	0	186	415
06:15 PM	189	9	0	198	3	2	0	5	2	179	0	181	384
06:30 PM	179	5	0	184	11	3	0	14	0	160	0	160	358
06:45 PM	181	8	0	189	8	2	0	10	1	147	0	148	347
Total	747	28	0	775	40	13	1	54	7	668	0	675	1504
Grand Total	2485	122	0	2607	131	45	1	177	42	2342	0	2384	5168
Apprch %	95.3	4.7	0		74	25.4	0.6		1.8	98.2	0		
Total %	48.1	2.4	0	50.4	2.5	0.9	0	3.4	0.8	45.3	0	46.1	

	US 17 Southbound			Oceanway Ave Westbound			US 17 Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	248	7	255	6	4	10	7	222	229	494
05:00 PM	208	19	227	15	4	19	3	229	232	478
05:15 PM	222	12	234	15	4	19	7	227	234	487
05:30 PM	218	13	231	9	2	11	3	224	227	469
Total Volume	896	51	947	45	14	59	20	902	922	1928
% App. Total	94.6	5.4		76.3	23.7		2.2	97.8		
PHF	.903	.671	.928	.750	.875	.776	.714	.985	.985	.976

Peggy Malone & Associates

(888) 247-8602

File Name : 9-US 17 & Airport Center Dr E AM
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Groups Printed- Cars

	US 17 Southbound					Airport Center Dr E Westbound					US 17 Northbound					Airport Center Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 AM	1	31	1	0	33	1	14	2	0	17	2	10	9	0	21	14	7	0	0	21	92
05:15 AM	8	30	3	0	41	3	24	6	0	33	0	6	5	0	11	20	7	1	0	28	113
05:30 AM	5	51	1	0	57	2	24	3	0	29	0	14	13	0	27	17	15	6	0	38	151
05:45 AM	6	31	3	0	40	1	34	5	0	40	1	8	13	0	22	25	16	6	0	47	149
Total	20	143	8	0	171	7	96	16	0	119	3	38	40	0	81	76	45	13	0	134	505
06:00 AM	12	60	0	0	72	3	32	11	0	46	1	20	11	0	32	32	4	4	0	40	190
06:15 AM	12	72	4	0	88	7	50	7	0	64	1	25	17	0	43	33	10	7	0	50	245
06:30 AM	14	66	4	0	84	4	53	18	0	75	7	29	18	0	54	55	32	3	0	90	303
06:45 AM	14	82	10	0	106	7	59	15	0	81	10	43	17	0	70	36	40	11	0	87	344
Total	52	280	18	0	350	21	194	51	0	266	19	117	63	0	199	156	86	25	0	267	1082
07:00 AM	9	92	8	0	109	13	86	41	0	140	10	38	24	2	74	32	57	15	0	104	427
07:15 AM	16	105	10	0	131	6	93	25	0	124	15	42	30	1	88	35	46	13	0	94	437
07:30 AM	13	104	21	0	138	17	90	42	0	149	18	60	48	0	126	65	42	13	0	120	533
07:45 AM	17	102	12	0	131	8	95	22	0	125	7	56	45	0	108	74	48	14	0	136	500
Total	55	403	51	0	509	44	364	130	0	538	50	196	147	3	396	206	193	55	0	454	1897
Grand Total	127	826	77	0	1030	72	654	197	0	923	72	351	250	3	676	438	324	93	0	855	3484
Apprch %	12.3	80.2	7.5	0		7.8	70.9	21.3	0		10.7	51.9	37	0.4		51.2	37.9	10.9	0		
Total %	3.6	23.7	2.2	0	29.6	2.1	18.8	5.7	0	26.5	2.1	10.1	7.2	0.1	19.4	12.6	9.3	2.7	0	24.5	

	US 17 Southbound				Airport Center Dr E Westbound				US 17 Northbound				Airport Center Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	9	92	8	109	13	86	41	140	10	38	24	72	32	57	15	104	425
07:15 AM	16	105	10	131	6	93	25	124	15	42	30	87	35	46	13	94	436
07:30 AM	13	104	21	138	17	90	42	149	18	60	48	126	65	42	13	120	533
07:45 AM	17	102	12	131	8	95	22	125	7	56	45	108	74	48	14	136	500
Total Volume	55	403	51	509	44	364	130	538	50	196	147	393	206	193	55	454	1894
% App. Total	10.8	79.2	10		8.2	67.7	24.2		12.7	49.9	37.4		45.4	42.5	12.1		
PHF	.809	.960	.607	.922	.647	.958	.774	.903	.694	.817	.766	.780	.696	.846	.917	.835	.888

Peggy Malone & Associates

(888) 247-8602

File Name : 9-US 17 & Airport Center Dr E AM
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Groups Printed- Trucks

	US 17 Southbound					Airport Center Dr E Westbound					US 17 Northbound					Airport Center Dr Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	2	4
05:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
05:30 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	5
05:45 AM	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	1	0	0	0	0	1	6
Total	2	5	0	0	7	0	0	0	0	0	0	3	3	0	6	4	0	1	0	5	18	
06:00 AM	0	4	0	0	4	0	1	0	0	1	0	5	0	0	5	1	1	0	0	2	12	
06:15 AM	0	2	0	0	2	0	1	0	0	1	0	3	1	0	4	1	0	2	0	3	10	
06:30 AM	0	5	1	0	6	0	0	0	0	0	0	8	0	0	8	2	2	1	0	5	19	
06:45 AM	1	7	0	0	8	0	0	0	0	0	3	14	2	0	19	1	0	0	0	1	28	
Total	1	18	1	0	20	0	2	0	0	2	3	30	3	0	36	5	3	3	0	11	69	
07:00 AM	1	6	1	0	8	3	3	2	0	8	0	7	2	0	9	2	2	1	0	5	30	
07:15 AM	1	5	0	0	6	1	2	1	0	4	0	2	2	0	4	3	1	2	0	6	20	
07:30 AM	0	5	0	0	5	0	5	1	0	6	0	4	2	0	6	5	0	1	0	6	23	
07:45 AM	1	6	1	0	8	0	1	0	0	1	1	10	1	0	12	4	4	2	0	10	31	
Total	3	22	2	0	27	4	11	4	0	19	1	23	7	0	31	14	7	6	0	27	104	
Grand Total	6	45	3	0	54	4	13	4	0	21	4	56	13	0	73	23	10	10	0	43	191	
Apprch %	11.1	83.3	5.6	0		19	61.9	19	0		5.5	76.7	17.8	0		53.5	23.3	23.3	0			
Total %	3.1	23.6	1.6	0	28.3	2.1	6.8	2.1	0	11	2.1	29.3	6.8	0	38.2	12	5.2	5.2	0	22.5		

	US 17 Southbound				Airport Center Dr E Westbound				US 17 Northbound				Airport Center Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	6	1	8	3	3	2	8	0	7	2	9	2	2	1	5	30
07:15 AM	1	5	0	6	1	2	1	4	0	2	2	4	3	1	2	6	20
07:30 AM	0	5	0	5	0	5	1	6	0	4	2	6	5	0	1	6	23
07:45 AM	1	6	1	8	0	1	0	1	1	10	1	12	4	4	2	10	31
Total Volume	3	22	2	27	4	11	4	19	1	23	7	31	14	7	6	27	104
% App. Total	11.1	81.5	7.4		21.1	57.9	21.1		3.2	74.2	22.6		51.9	25.9	22.2		
PHF	.750	.917	.500	.844	.333	.550	.500	.594	.250	.575	.875	.646	.700	.438	.750	.675	.839

Peggy Malone & Associates

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Groups Printed- Combined

	US 17 Southbound					Airport Center Dr E Westbound					US 17 Northbound					Airport Center Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 AM	1	31	1	0	33	1	14	2	0	17	2	10	11	0	23	16	7	0	0	23	96
05:15 AM	8	32	3	0	43	3	24	6	0	33	0	6	5	0	11	21	7	1	0	29	116
05:30 AM	6	53	1	0	60	2	24	3	0	29	0	15	13	0	28	17	15	7	0	39	156
05:45 AM	7	32	3	0	42	1	34	5	0	40	1	10	14	0	25	26	16	6	0	48	155
Total	22	148	8	0	178	7	96	16	0	119	3	41	43	0	87	80	45	14	0	139	523
06:00 AM	12	64	0	0	76	3	33	11	0	47	1	25	11	0	37	33	5	4	0	42	202
06:15 AM	12	74	4	0	90	7	51	7	0	65	1	28	18	0	47	34	10	9	0	53	255
06:30 AM	14	71	5	0	90	4	53	18	0	75	7	37	18	0	62	57	34	4	0	95	322
06:45 AM	15	89	10	0	114	7	59	15	0	81	13	57	19	0	89	37	40	11	0	88	372
Total	53	298	19	0	370	21	196	51	0	268	22	147	66	0	235	161	89	28	0	278	1151
07:00 AM	10	98	9	0	117	16	89	43	0	148	10	45	26	2	83	34	59	16	0	109	457
07:15 AM	17	110	10	0	137	7	95	26	0	128	15	44	32	1	92	38	47	15	0	100	457
07:30 AM	13	109	21	0	143	17	95	43	0	155	18	64	50	0	132	70	42	14	0	126	556
07:45 AM	18	108	13	0	139	8	96	22	0	126	8	66	46	0	120	78	52	16	0	146	531
Total	58	425	53	0	536	48	375	134	0	557	51	219	154	3	427	220	200	61	0	481	2001
Grand Total	133	871	80	0	1084	76	667	201	0	944	76	407	263	3	749	461	334	103	0	898	3675
Apprch %	12.3	80.4	7.4	0		8.1	70.7	21.3	0		10.1	54.3	35.1	0.4		51.3	37.2	11.5	0		
Total %	3.6	23.7	2.2	0	29.5	2.1	18.1	5.5	0	25.7	2.1	11.1	7.2	0.1	20.4	12.5	9.1	2.8	0	24.4	

	US 17 Southbound				Airport Center Dr E Westbound				US 17 Northbound				Airport Center Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	10	98	9	117	16	89	43	148	10	45	26	81	34	59	16	109	455
07:15 AM	17	110	10	137	7	95	26	128	15	44	32	91	38	47	15	100	456
07:30 AM	13	109	21	143	17	95	43	155	18	64	50	132	70	42	14	126	556
07:45 AM	18	108	13	139	8	96	22	126	8	66	46	120	78	52	16	146	531
Total Volume	58	425	53	536	48	375	134	557	51	219	154	424	220	200	61	481	1998
% App. Total	10.8	79.3	9.9		8.6	67.3	24.1		12	51.7	36.3		45.7	41.6	12.7		
PHF	.806	.966	.631	.937	.706	.977	.779	.898	.708	.830	.770	.803	.705	.847	.953	.824	.898

Peggy Malone & Associates

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Groups Printed- Cars

	US 17 Southbound					Airport Center Dr E Westbound					US 17 Northbound					Airport Center Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	23	93	14	0	130	14	82	12	0	108	27	107	112	0	246	95	115	22	0	232	716
04:15 PM	20	69	18	0	107	22	94	18	0	134	13	99	68	1	181	113	120	31	0	264	686
04:30 PM	19	96	17	0	132	10	87	22	0	119	15	97	105	1	218	133	104	32	0	269	738
04:45 PM	27	78	16	0	121	14	97	18	0	129	24	106	91	1	222	123	131	33	0	287	759
Total	89	336	65	0	490	60	360	70	0	490	79	409	376	3	867	464	470	118	0	1052	2899
05:00 PM	28	104	16	0	148	17	98	16	0	131	21	124	95	1	241	114	116	34	0	264	784
05:15 PM	26	97	10	0	133	25	106	16	0	147	21	130	92	0	243	111	108	40	0	259	782
05:30 PM	17	94	11	0	122	13	91	21	0	125	27	135	88	0	250	113	121	34	0	268	765
05:45 PM	45	112	18	0	175	14	95	25	0	134	18	100	82	2	202	103	116	40	0	259	770
Total	116	407	55	0	578	69	390	78	0	537	87	489	357	3	936	441	461	148	0	1050	3101
06:00 PM	93	96	12	0	201	26	84	22	0	132	23	93	85	0	201	86	150	59	0	295	829
06:15 PM	33	85	19	0	137	9	94	11	1	115	17	78	90	0	185	93	153	39	0	285	722
06:30 PM	18	83	12	0	113	8	92	9	0	109	12	89	90	2	193	96	120	28	1	245	660
06:45 PM	20	73	6	0	99	7	68	26	0	101	13	70	82	0	165	86	103	18	0	207	572
Total	164	337	49	0	550	50	338	68	1	457	65	330	347	2	744	361	526	144	1	1032	2783
Grand Total	369	1080	169	0	1618	179	1088	216	1	1484	231	1228	1080	8	2547	1266	1457	410	1	3134	8783
Apprch %	22.8	66.7	10.4	0		12.1	73.3	14.6	0.1		9.1	48.2	42.4	0.3		40.4	46.5	13.1	0		
Total %	4.2	12.3	1.9	0	18.4	2	12.4	2.5	0	16.9	2.6	14	12.3	0.1	29	14.4	16.6	4.7	0	35.7	

	US 17 Southbound				Airport Center Dr E Westbound				US 17 Northbound				Airport Center Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	26	97	10	133	25	106	16	147	21	130	92	243	111	108	40	259	782
05:30 PM	17	94	11	122	13	91	21	125	27	135	88	250	113	121	34	268	765
05:45 PM	45	112	18	175	14	95	25	134	18	100	82	200	103	116	40	259	768
06:00 PM	93	96	12	201	26	84	22	132	23	93	85	201	86	150	59	295	829
Total Volume	181	399	51	631	78	376	84	538	89	458	347	894	413	495	173	1081	3144
% App. Total	28.7	63.2	8.1		14.5	69.9	15.6		10	51.2	38.8		38.2	45.8	16		
PHF	.487	.891	.708	.785	.750	.887	.840	.915	.824	.848	.943	.894	.914	.825	.733	.916	.948

Peggy Malone & Associates

(888) 247-8602

File Name : 9-US 17 & Airport Center Dr E PM
 Site Code :
 Start Date : 10/27/2021
 Page No : 1

Groups Printed- Trucks

	US 17 Southbound					Airport Center Dr E Westbound					US 17 Northbound					Airport Center Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	3	2	0	5	1	0	1	0	2	0	2	1	0	3	3	0	2	0	5	15
04:15 PM	0	2	0	0	2	0	2	1	0	3	1	7	1	0	9	0	0	0	0	0	14
04:30 PM	0	6	0	0	6	0	1	0	0	1	0	5	2	0	7	1	0	1	0	2	16
04:45 PM	0	5	0	0	5	0	3	0	0	3	0	1	2	0	3	2	0	1	0	3	14
Total	0	16	2	0	18	1	6	2	0	9	1	15	6	0	22	6	0	4	0	10	59
05:00 PM	0	4	0	0	4	0	2	0	0	2	0	2	0	0	2	1	1	1	0	3	11
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	3	1	0	4	4	0	0	0	4	9
05:30 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
05:45 PM	0	2	0	0	2	0	1	2	0	3	0	1	0	0	1	1	0	0	0	1	7
Total	0	7	0	0	7	0	5	2	0	7	0	7	1	0	8	6	2	1	0	9	31
06:00 PM	0	1	0	0	1	1	0	1	0	2	0	1	2	0	3	2	0	0	0	2	8
06:15 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	4
06:30 PM	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	6
Total	1	5	2	0	8	1	0	2	0	3	1	2	2	0	5	5	0	0	0	5	21
Grand Total	1	28	4	0	33	2	11	6	0	19	2	24	9	0	35	17	2	5	0	24	111
Apprch %	3	84.8	12.1	0		10.5	57.9	31.6	0		5.7	68.6	25.7	0		70.8	8.3	20.8	0		
Total %	0.9	25.2	3.6	0	29.7	1.8	9.9	5.4	0	17.1	1.8	21.6	8.1	0	31.5	15.3	1.8	4.5	0	21.6	

	US 17 Southbound				Airport Center Dr E Westbound				US 17 Northbound				Airport Center Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	3	2	5	1	0	1	2	0	2	1	3	3	0	2	5	15
04:15 PM	0	2	0	2	0	2	1	3	1	7	1	9	0	0	0	0	14
04:30 PM	0	6	0	6	0	1	0	1	0	5	2	7	1	0	1	2	16
04:45 PM	0	5	0	5	0	3	0	3	0	1	2	3	2	0	1	3	14
Total Volume	0	16	2	18	1	6	2	9	1	15	6	22	6	0	4	10	59
% App. Total	0	88.9	11.1		11.1	66.7	22.2		4.5	68.2	27.3		60	0	40		
PHF	.000	.667	.250	.750	.250	.500	.500	.750	.250	.536	.750	.611	.500	.000	.500	.500	.922

Peggy Malone & Associates

(888) 247-8602

File Name : 9-US 17 & Airport Center Dr E PM
 Site Code :
 Start Date : 10/27/2021
 Page No : 1

Groups Printed- Combined

	US 17 Southbound					Airport Center Dr E Westbound					US 17 Northbound					Airport Center Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	23	96	16	0	135	15	82	13	0	110	27	109	113	0	249	98	115	24	0	237	731
04:15 PM	20	71	18	0	109	22	96	19	0	137	14	106	69	1	190	113	120	31	0	264	700
04:30 PM	19	102	17	0	138	10	88	22	0	120	15	102	107	1	225	134	104	33	0	271	754
04:45 PM	27	83	16	0	126	14	100	18	0	132	24	107	93	1	225	125	131	34	0	290	773
Total	89	352	67	0	508	61	366	72	0	499	80	424	382	3	889	470	470	122	0	1062	2958
05:00 PM	28	108	16	0	152	17	100	16	0	133	21	126	95	1	243	115	117	35	0	267	795
05:15 PM	26	97	10	0	133	25	107	16	0	148	21	133	93	0	247	115	108	40	0	263	791
05:30 PM	17	95	11	0	123	13	92	21	0	126	27	136	88	0	251	113	122	34	0	269	769
05:45 PM	45	114	18	0	177	14	96	27	0	137	18	101	82	2	203	104	116	40	0	260	777
Total	116	414	55	0	585	69	395	80	0	544	87	496	358	3	944	447	463	149	0	1059	3132
06:00 PM	93	97	12	0	202	27	84	23	0	134	23	94	87	0	204	88	150	59	0	297	837
06:15 PM	33	86	19	0	138	9	94	11	1	115	18	79	90	0	187	94	153	39	0	286	726
06:30 PM	18	84	13	0	115	8	92	10	0	110	12	89	90	2	193	96	120	28	1	245	663
06:45 PM	21	75	7	0	103	7	68	26	0	101	13	70	82	0	165	88	103	18	0	209	578
Total	165	342	51	0	558	51	338	70	1	460	66	332	349	2	749	366	526	144	1	1037	2804
Grand Total	370	1108	173	0	1651	181	1099	222	1	1503	233	1252	1089	8	2582	1283	1459	415	1	3158	8894
Apprch %	22.4	67.1	10.5	0		12	73.1	14.8	0.1		9	48.5	42.2	0.3		40.6	46.2	13.1	0		
Total %	4.2	12.5	1.9	0	18.6	2	12.4	2.5	0	16.9	2.6	14.1	12.2	0.1	29	14.4	16.4	4.7	0	35.5	

	US 17 Southbound				Airport Center Dr E Westbound				US 17 Northbound				Airport Center Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	26	97	10	133	25	107	16	148	21	133	93	247	115	108	40	263	791
05:30 PM	17	95	11	123	13	92	21	126	27	136	88	251	113	122	34	269	769
05:45 PM	45	114	18	177	14	96	27	137	18	101	82	201	104	116	40	260	775
06:00 PM	93	97	12	202	27	84	23	134	23	94	87	204	88	150	59	297	837
Total Volume	181	403	51	635	79	379	87	545	89	464	350	903	420	496	173	1089	3172
% App. Total	28.5	63.5	8		14.5	69.5	16		9.9	51.4	38.8		38.6	45.5	15.9		
PHF	.487	.884	.708	.786	.731	.886	.806	.921	.824	.853	.941	.899	.913	.827	.733	.917	.947

Peggy Malone & Associates

(888) 247-8602

File Name : 12-US 17 & Max Leggett Pkwy AM
 Site Code :
 Start Date : 10/27/2021
 Page No : 1

Groups Printed- Cars

	US 17 Southbound					Duval Station Rd Westbound					US 17 Northbound					Max Leggett Pkwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 AM	3	23	1	0	27	3	11	3	0	17	1	7	1	0	9	3	6	2	0	11	64
05:15 AM	7	35	2	0	44	2	20	7	0	29	1	9	1	0	11	0	4	9	0	13	97
05:30 AM	10	40	3	0	53	9	20	13	0	42	2	12	4	0	18	1	6	5	0	12	125
05:45 AM	15	28	1	0	44	1	24	7	0	32	2	14	1	0	17	3	4	1	0	8	101
Total	35	126	7	0	168	15	75	30	0	120	6	42	7	0	55	7	20	17	0	44	387
06:00 AM	15	47	1	0	63	7	38	14	0	59	3	16	4	0	23	1	11	4	0	16	161
06:15 AM	27	67	10	1	105	14	37	9	0	60	7	20	5	0	32	3	10	3	0	16	213
06:30 AM	35	58	11	0	104	9	57	12	0	78	4	27	6	0	37	7	29	8	0	44	263
06:45 AM	23	80	30	0	133	11	66	18	0	95	7	31	6	0	44	6	58	10	0	74	346
Total	100	252	52	1	405	41	198	53	0	292	21	94	21	0	136	17	108	25	0	150	983
07:00 AM	25	77	45	0	147	22	82	25	0	129	14	37	11	0	62	4	58	18	0	80	418
07:15 AM	35	105	19	1	160	22	94	17	0	133	6	32	10	0	48	4	30	13	0	47	388
07:30 AM	35	95	13	0	143	13	81	24	0	118	5	61	6	0	72	12	33	10	0	55	388
07:45 AM	30	99	18	0	147	11	64	14	0	89	4	61	9	0	74	7	38	12	0	57	367
Total	125	376	95	1	597	68	321	80	0	469	29	191	36	0	256	27	159	53	0	239	1561
Grand Total	260	754	154	2	1170	124	594	163	0	881	56	327	64	0	447	51	287	95	0	433	2931
Apprch %	22.2	64.4	13.2	0.2		14.1	67.4	18.5	0		12.5	73.2	14.3	0		11.8	66.3	21.9	0		
Total %	8.9	25.7	5.3	0.1	39.9	4.2	20.3	5.6	0	30.1	1.9	11.2	2.2	0	15.3	1.7	9.8	3.2	0	14.8	

	US 17 Southbound				Duval Station Rd Westbound				US 17 Northbound				Max Leggett Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	25	77	45	147	22	82	25	129	14	37	11	62	4	58	18	80	418
07:15 AM	35	105	19	159	22	94	17	133	6	32	10	48	4	30	13	47	387
07:30 AM	35	95	13	143	13	81	24	118	5	61	6	72	12	33	10	55	388
07:45 AM	30	99	18	147	11	64	14	89	4	61	9	74	7	38	12	57	367
Total Volume	125	376	95	596	68	321	80	469	29	191	36	256	27	159	53	239	1560
% App. Total	21	63.1	15.9		14.5	68.4	17.1		11.3	74.6	14.1		11.3	66.5	22.2		
PHF	.893	.895	.528	.937	.773	.854	.800	.882	.518	.783	.818	.865	.563	.685	.736	.747	.933

Peggy Malone & Associates

(888) 247-8602

File Name : 12-US 17 & Max Leggett Pkwy AM
 Site Code :
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Groups Printed- Trucks

	US 17 Southbound					Duval Station Rd Westbound					US 17 Northbound					Max Leggett Pkwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	5
05:30 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
05:45 AM	0	1	0	0	1	1	0	1	0	2	0	2	1	0	3	1	0	0	0	1	7
Total	1	3	0	0	4	1	0	2	0	3	0	2	1	0	3	4	0	1	0	5	15
06:00 AM	1	0	0	0	1	0	0	0	0	0	1	3	1	0	5	1	0	0	0	1	7
06:15 AM	1	2	3	0	6	0	1	1	0	2	0	5	0	0	5	0	2	0	0	2	15
06:30 AM	0	5	0	0	5	0	0	3	0	3	2	5	1	0	8	0	4	0	0	4	20
06:45 AM	1	4	3	0	8	2	1	1	0	4	4	8	0	0	12	6	2	0	0	8	32
Total	3	11	6	0	20	2	2	5	0	9	7	21	2	0	30	7	8	0	0	15	74
07:00 AM	2	3	2	0	7	1	3	2	0	6	5	10	0	0	15	1	2	0	0	3	31
07:15 AM	0	3	1	0	4	1	2	3	0	6	0	4	0	0	4	0	1	2	0	3	17
07:30 AM	1	0	0	0	1	3	4	3	0	10	0	6	0	0	6	0	3	0	0	3	20
07:45 AM	1	9	0	0	10	1	0	1	0	2	0	8	2	0	10	2	1	0	0	3	25
Total	4	15	3	0	22	6	9	9	0	24	5	28	2	0	35	3	7	2	0	12	93
Grand Total	8	29	9	0	46	9	11	16	0	36	12	51	5	0	68	14	15	3	0	32	182
Apprch %	17.4	63	19.6	0		25	30.6	44.4	0		17.6	75	7.4	0		43.8	46.9	9.4	0		
Total %	4.4	15.9	4.9	0	25.3	4.9	6	8.8	0	19.8	6.6	28	2.7	0	37.4	7.7	8.2	1.6	0	17.6	

	US 17 Southbound				Duval Station Rd Westbound				US 17 Northbound				Max Leggett Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	0	5	0	5	0	0	3	3	2	5	1	8	0	4	0	4	20
06:45 AM	1	4	3	8	2	1	1	4	4	8	0	12	6	2	0	8	32
07:00 AM	2	3	2	7	1	3	2	6	5	10	0	15	1	2	0	3	31
07:15 AM	0	3	1	4	1	2	3	6	0	4	0	4	0	1	2	3	17
Total Volume	3	15	6	24	4	6	9	19	11	27	1	39	7	9	2	18	100
% App. Total	12.5	62.5	25		21.1	31.6	47.4		28.2	69.2	2.6		38.9	50	11.1		
PHF	.375	.750	.500	.750	.500	.500	.750	.792	.550	.675	.250	.650	.292	.563	.250	.563	.781

Peggy Malone & Associates

(888) 247-8602

File Name : 12-US 17 & Max Leggett Pkwy AM
 Site Code :
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Groups Printed- Combined

	US 17 Southbound					Duval Station Rd Westbound					US 17 Northbound					Max Leggett Pkwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 AM	3	23	1	0	27	3	11	3	0	17	1	7	1	0	9	3	6	2	0	11	64
05:15 AM	8	35	2	0	45	2	20	7	0	29	1	9	1	0	11	3	4	10	0	17	102
05:30 AM	10	42	3	0	55	9	20	14	0	43	2	12	4	0	18	1	6	5	0	12	128
05:45 AM	15	29	1	0	45	2	24	8	0	34	2	16	2	0	20	4	4	1	0	9	108
Total	36	129	7	0	172	16	75	32	0	123	6	44	8	0	58	11	20	18	0	49	402
06:00 AM	16	47	1	0	64	7	38	14	0	59	4	19	5	0	28	2	11	4	0	17	168
06:15 AM	28	69	13	1	111	14	38	10	0	62	7	25	5	0	37	3	12	3	0	18	228
06:30 AM	35	63	11	0	109	9	57	15	0	81	6	32	7	0	45	7	33	8	0	48	283
06:45 AM	24	84	33	0	141	13	67	19	0	99	11	39	6	0	56	12	60	10	0	82	378
Total	103	263	58	1	425	43	200	58	0	301	28	115	23	0	166	24	116	25	0	165	1057
07:00 AM	27	80	47	0	154	23	85	27	0	135	19	47	11	0	77	5	60	18	0	83	449
07:15 AM	35	108	20	1	164	23	96	20	0	139	6	36	10	0	52	4	31	15	0	50	405
07:30 AM	36	95	13	0	144	16	85	27	0	128	5	67	6	0	78	12	36	10	0	58	408
07:45 AM	31	108	18	0	157	12	64	15	0	91	4	69	11	0	84	9	39	12	0	60	392
Total	129	391	98	1	619	74	330	89	0	493	34	219	38	0	291	30	166	55	0	251	1654
Grand Total	268	783	163	2	1216	133	605	179	0	917	68	378	69	0	515	65	302	98	0	465	3113
Apprch %	22	64.4	13.4	0.2		14.5	66	19.5	0		13.2	73.4	13.4	0		14	64.9	21.1	0		
Total %	8.6	25.2	5.2	0.1	39.1	4.3	19.4	5.8	0	29.5	2.2	12.1	2.2	0	16.5	2.1	9.7	3.1	0	14.9	

	US 17 Southbound				Duval Station Rd Westbound				US 17 Northbound				Max Leggett Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	27	80	47	154	23	85	27	135	19	47	11	77	5	60	18	83	449
07:15 AM	35	108	20	163	23	96	20	139	6	36	10	52	4	31	15	50	404
07:30 AM	36	95	13	144	16	85	27	128	5	67	6	78	12	36	10	58	408
07:45 AM	31	108	18	157	12	64	15	91	4	69	11	84	9	39	12	60	392
Total Volume	129	391	98	618	74	330	89	493	34	219	38	291	30	166	55	251	1653
% App. Total	20.9	63.3	15.9		15	66.9	18.1		11.7	75.3	13.1		12	66.1	21.9		
PHF	.896	.905	.521	.948	.804	.859	.824	.887	.447	.793	.864	.866	.625	.692	.764	.756	.920

Peggy Malone & Associates

(888) 247-8602

File Name : 12-US 17 & Max Leggett Pkwy PM
 Site Code :
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Groups Printed- Cars

	US 17 Southbound					Duval Station Rd Westbound					US 17 Northbound					Max Leggett Pkwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	33	78	27	1	139	24	42	15	0	81	21	105	16	0	142	30	86	45	0	161	523
04:15 PM	23	63	23	2	111	41	53	20	1	115	27	109	12	0	148	19	98	61	0	178	552
04:30 PM	33	86	23	0	142	33	75	24	0	132	31	80	16	1	128	23	97	37	0	157	559
04:45 PM	43	70	24	1	138	33	68	17	0	118	14	122	12	0	148	20	105	54	0	179	583
Total	132	297	97	4	530	131	238	76	1	446	93	416	56	1	566	92	386	197	0	675	2217
05:00 PM	48	80	27	0	155	28	66	25	0	119	17	119	14	0	150	38	85	50	0	173	597
05:15 PM	45	84	36	0	165	35	54	21	0	110	19	156	13	0	188	23	80	53	0	156	619
05:30 PM	33	71	21	0	125	40	78	28	0	146	19	135	11	0	165	24	98	67	0	189	625
05:45 PM	15	110	37	0	162	29	16	30	0	75	26	124	6	0	156	9	23	20	0	52	445
Total	141	345	121	0	607	132	214	104	0	450	81	534	44	0	659	94	286	190	0	570	2286
06:00 PM	2	127	29	0	158	32	0	50	0	82	44	115	1	0	160	4	0	0	0	4	404
06:15 PM	43	81	23	0	147	26	70	16	1	113	29	87	22	0	138	26	102	61	0	189	587
06:30 PM	30	77	37	1	145	24	61	15	1	101	17	70	16	0	103	13	67	44	0	124	473
06:45 PM	29	65	23	1	118	22	59	18	0	99	15	79	13	0	107	11	71	30	0	112	436
Total	104	350	112	2	568	104	190	99	2	395	105	351	52	0	508	54	240	135	0	429	1900
Grand Total	377	992	330	6	1705	367	642	279	3	1291	279	1301	152	1	1733	240	912	522	0	1674	6403
Apprch %	22.1	58.2	19.4	0.4		28.4	49.7	21.6	0.2		16.1	75.1	8.8	0.1		14.3	54.5	31.2	0		
Total %	5.9	15.5	5.2	0.1	26.6	5.7	10	4.4	0	20.2	4.4	20.3	2.4	0	27.1	3.7	14.2	8.2	0	26.1	

	US 17 Southbound				Duval Station Rd Westbound				US 17 Northbound				Max Leggett Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	43	70	24	137	33	68	17	118	14	122	12	148	20	105	54	179	582
05:00 PM	48	80	27	155	28	66	25	119	17	119	14	150	38	85	50	173	597
05:15 PM	45	84	36	165	35	54	21	110	19	156	13	188	23	80	53	156	619
05:30 PM	33	71	21	125	40	78	28	146	19	135	11	165	24	98	67	189	625
Total Volume	169	305	108	582	136	266	91	493	69	532	50	651	105	368	224	697	2423
% App. Total	29	52.4	18.6		27.6	54	18.5		10.6	81.7	7.7		15.1	52.8	32.1		
PHF	.880	.908	.750	.882	.850	.853	.813	.844	.908	.853	.893	.866	.691	.876	.836	.922	.969

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File Name : 12-US 17 & Max Leggett Pkwy PM
 Site Code :
 Start Date : 10/27/2021
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Groups Printed- Trucks

	US 17 Southbound					Duval Station Rd Westbound					US 17 Northbound					Max Leggett Pkwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	3	1	0	4	0	0	0	0	0	2	5	0	0	7	1	2	0	0	3	14
04:15 PM	1	2	2	0	5	0	0	1	0	1	0	6	0	0	6	0	0	1	0	1	13
04:30 PM	1	4	0	0	5	1	0	2	0	3	0	6	0	0	6	2	1	1	0	4	18
04:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	3
Total	2	10	3	0	15	1	0	3	0	4	3	17	0	0	20	3	4	2	0	9	48
05:00 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
05:45 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Total	0	5	1	0	6	0	1	0	0	1	1	6	0	0	7	0	1	0	0	1	15
06:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
06:30 PM	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	6
06:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
Total	1	6	0	0	7	1	1	0	0	2	1	1	1	0	3	1	1	1	0	3	15
Grand Total	3	21	4	0	28	2	2	3	0	7	5	24	1	0	30	4	6	3	0	13	78
Apprch %	10.7	75	14.3	0		28.6	28.6	42.9	0		16.7	80	3.3	0		30.8	46.2	23.1	0		
Total %	3.8	26.9	5.1	0	35.9	2.6	2.6	3.8	0	9	6.4	30.8	1.3	0	38.5	5.1	7.7	3.8	0	16.7	

	US 17 Southbound				Duval Station Rd Westbound				US 17 Northbound				Max Leggett Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	3	1	4	0	0	0	0	2	5	0	7	1	2	0	3	14
04:15 PM	1	2	2	5	0	0	1	1	0	6	0	6	0	0	1	1	13
04:30 PM	1	4	0	5	1	0	2	3	0	6	0	6	2	1	1	4	18
04:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	1	3
Total Volume	2	10	3	15	1	0	3	4	3	17	0	20	3	4	2	9	48
% App. Total	13.3	66.7	20		25	0	75		15	85	0		33.3	44.4	22.2		
PHF	.500	.625	.375	.750	.250	.000	.375	.333	.375	.708	.000	.714	.375	.500	.500	.563	.667

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File Name : 12-US 17 & Max Leggett Pkwy PM
 Site Code :
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Groups Printed- Combined

	US 17 Southbound					Duval Station Rd Westbound					US 17 Northbound					Max Leggett Pkwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	33	81	28	1	143	24	42	15	0	81	23	110	16	0	149	31	88	45	0	164	537
04:15 PM	24	65	25	2	116	41	53	21	1	116	27	115	12	0	154	19	98	62	0	179	565
04:30 PM	34	90	23	0	147	34	75	26	0	135	31	86	16	1	134	25	98	38	0	161	577
04:45 PM	43	71	24	1	139	33	68	17	0	118	15	122	12	0	149	20	106	54	0	180	586
Total	134	307	100	4	545	132	238	79	1	450	96	433	56	1	586	95	390	199	0	684	2265
05:00 PM	48	82	27	0	157	28	67	25	0	120	17	120	14	0	151	38	85	50	0	173	601
05:15 PM	45	84	37	0	166	35	54	21	0	110	19	160	13	0	192	23	80	53	0	156	624
05:30 PM	33	72	21	0	126	40	78	28	0	146	19	136	11	0	166	24	99	67	0	190	628
05:45 PM	15	112	37	0	164	29	16	30	0	75	27	124	6	0	157	9	23	20	0	52	448
Total	141	350	122	0	613	132	215	104	0	451	82	540	44	0	666	94	287	190	0	571	2301
06:00 PM	2	128	29	0	159	32	0	50	0	82	45	115	1	0	161	4	0	0	0	4	406
06:15 PM	43	82	23	0	148	26	70	16	1	113	29	88	23	0	140	26	102	61	0	189	590
06:30 PM	30	79	37	1	147	25	62	15	1	103	17	70	16	0	103	13	68	45	0	126	479
06:45 PM	30	67	23	1	121	22	59	18	0	99	15	79	13	0	107	12	71	30	0	113	440
Total	105	356	112	2	575	105	191	99	2	397	106	352	53	0	511	55	241	136	0	432	1915
Grand Total	380	1013	334	6	1733	369	644	282	3	1298	284	1325	153	1	1763	244	918	525	0	1687	6481
Apprch %	21.9	58.5	19.3	0.3		28.4	49.6	21.7	0.2		16.1	75.2	8.7	0.1		14.5	54.4	31.1	0		
Total %	5.9	15.6	5.2	0.1	26.7	5.7	9.9	4.4	0	20	4.4	20.4	2.4	0	27.2	3.8	14.2	8.1	0	26	

	US 17 Southbound				Duval Station Rd Westbound				US 17 Northbound				Max Leggett Pkwy Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	43	71	24	138	33	68	17	118	15	122	12	149	20	106	54	180	585
05:00 PM	48	82	27	157	28	67	25	120	17	120	14	151	38	85	50	173	601
05:15 PM	45	84	37	166	35	54	21	110	19	160	13	192	23	80	53	156	624
05:30 PM	33	72	21	126	40	78	28	146	19	136	11	166	24	99	67	190	628
Total Volume	169	309	109	587	136	267	91	494	70	538	50	658	105	370	224	699	2438
% App. Total	28.8	52.6	18.6		27.5	54	18.4		10.6	81.8	7.6		15	52.9	32		
PHF	.880	.920	.736	.884	.850	.856	.813	.846	.921	.841	.893	.857	.691	.873	.836	.920	.971

Appendix B

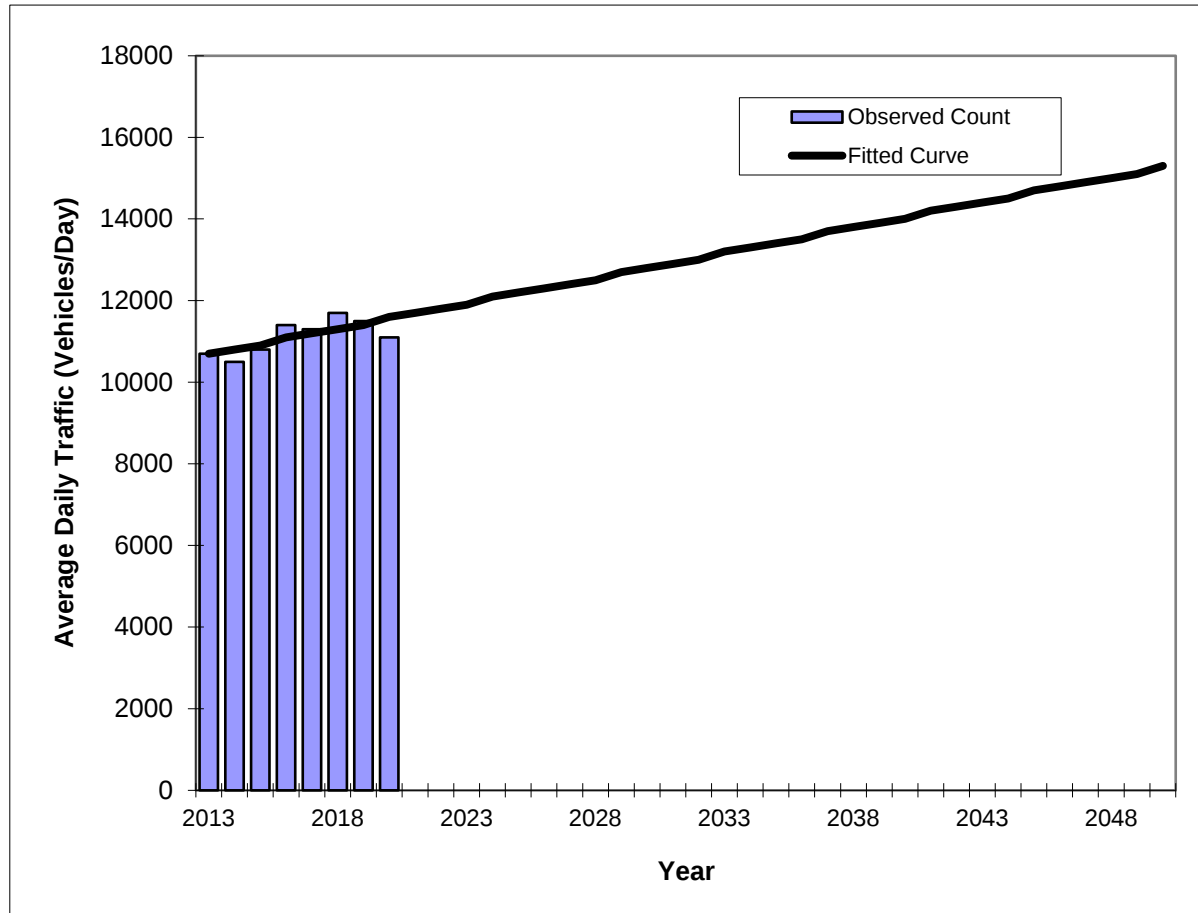
TRENDS TOOL OUTPUT

Traffic Trends - V03.a

US-17, South of Max Leggett Pkwy --

FIN#	0000
Location	1

County:	Duval (72)
Station #:	0561
Highway:	US-17, South of Max Leggett Pkwy



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	10700	10700
2014	10500	10800
2015	10800	10900
2016	11400	11100
2017	11300	11200
2018	11700	11300
2019	11500	11400
2020	11100	11600
2030 Opening Year Trend		
2030	N/A	12800
2040 Mid-Year Trend		
2040	N/A	14000
2050 Design Year Trend		
2050	N/A	15300
TRANPLAN Forecasts/Trends		

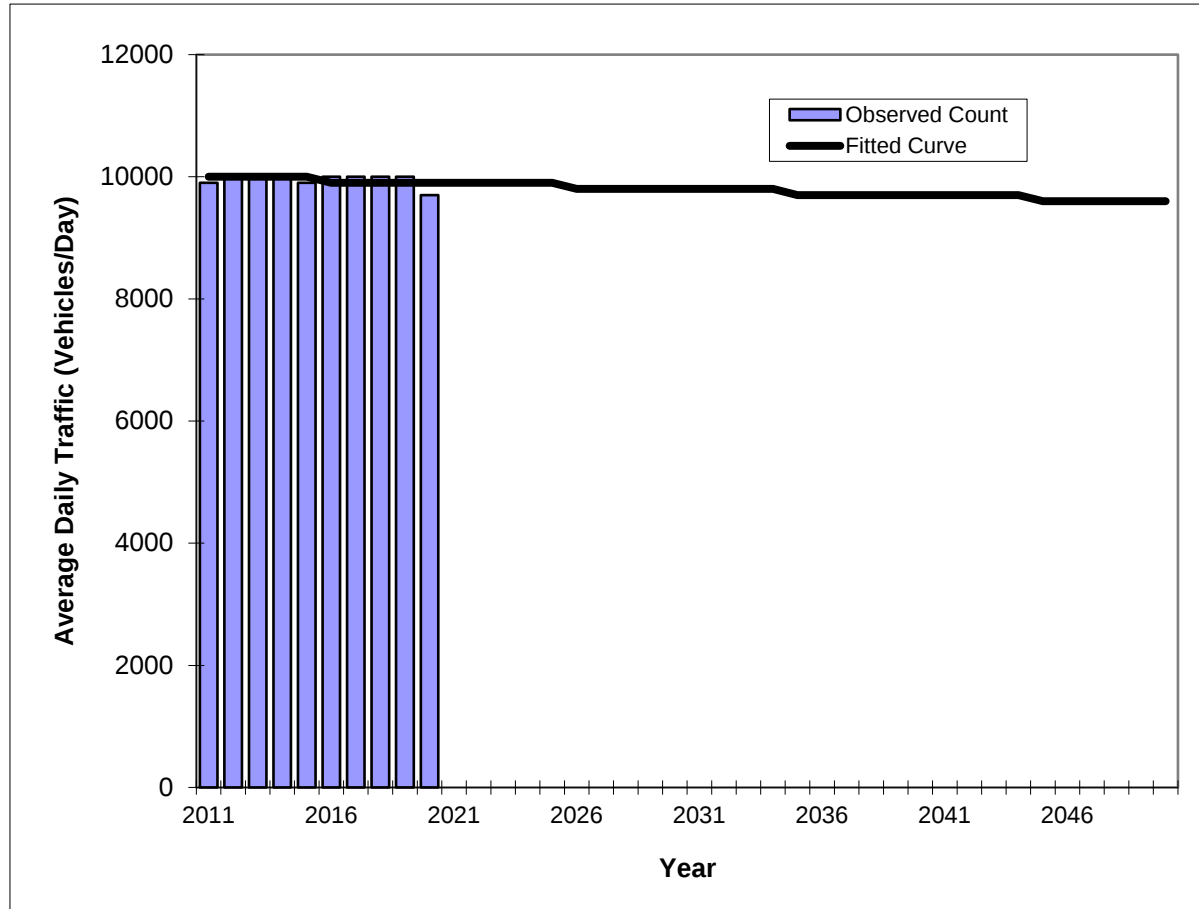
** Annual Trend Increase:	124
Trend R-squared:	51.30%
Trend Annual Historic Growth Rate:	1.20%
Trend Growth Rate (2020 to Design Year):	1.06%
Printed:	10-Dec-21
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a **New Berlin Rd, E of US-17 --**

FIN#	0000
Location	1

County:	Duval (72)
Station #:	9169
Highway:	New Berlin Rd, E of US-17



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2011	9900	10000
2012	10000	10000
2013	10000	10000
2014	10000	10000
2015	9900	10000
2016	10000	9900
2017	10000	9900
2018	10000	9900
2019	10000	9900
2020	9700	9900
2030 Opening Year Trend		
2030	N/A	9800
2040 Mid-Year Trend		
2040	N/A	9700
2050 Design Year Trend		
2050	N/A	9600
TRANPLAN Forecasts/Trends		

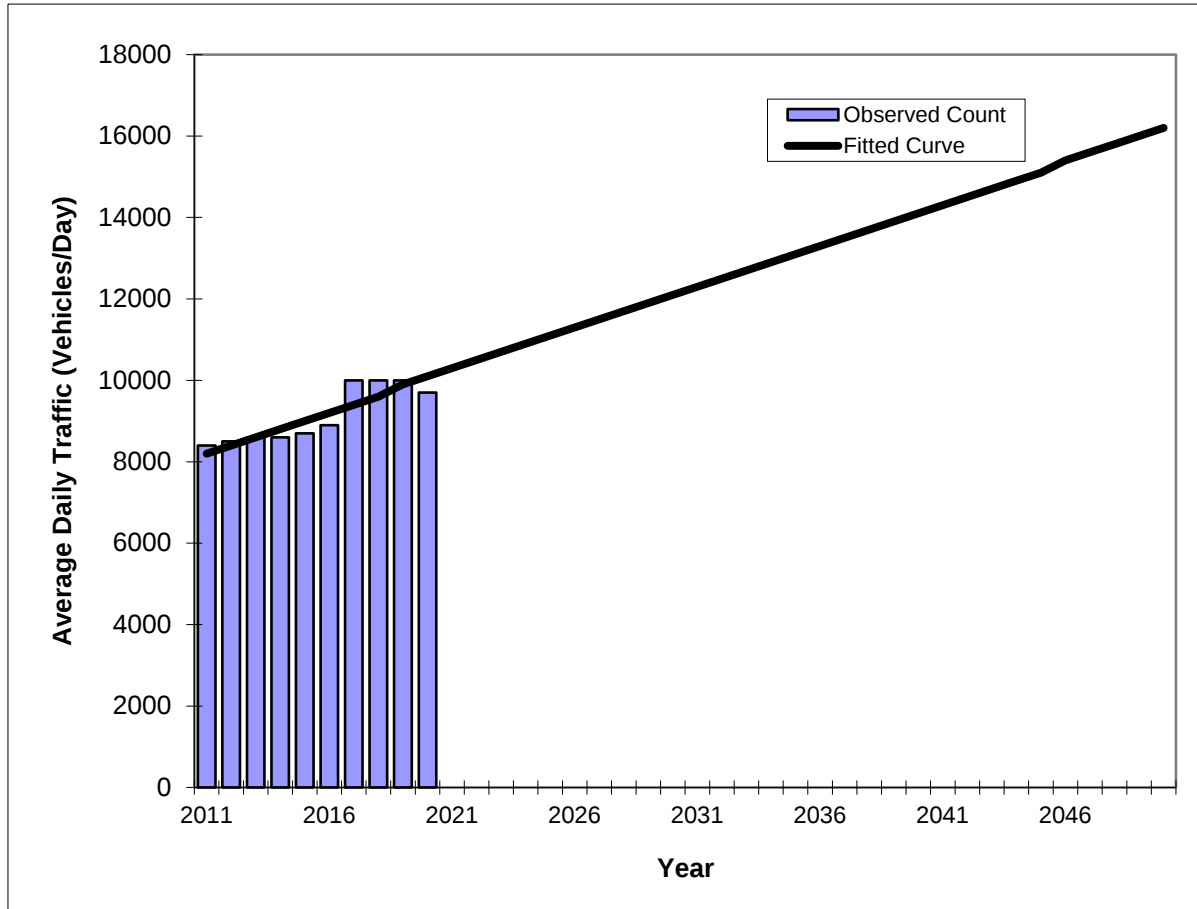
** Annual Trend Increase:	-10
Trend R-squared:	10.30%
Trend Annual Historic Growth Rate:	-0.11%
Trend Growth Rate (2020 to Design Year):	-0.10%
Printed:	10-Dec-21
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a **Max Leggett Pkwy, E of US-17 --**

FIN#	0000
Location	1

County:	Duval (72)
Station #:	9209
Highway:	Max Leggett Pkwy, E of US-17



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2011	8400	8200
2012	8500	8400
2013	8600	8600
2014	8600	8800
2015	8700	9000
2016	8900	9200
2017	10000	9400
2018	10000	9600
2019	10000	9900
2020	9700	10100
2030 Opening Year Trend		
2030	N/A	12100
2040 Mid-Year Trend		
2040	N/A	14100
2050 Design Year Trend		
2050	N/A	16200
TRANPLAN Forecasts/Trends		

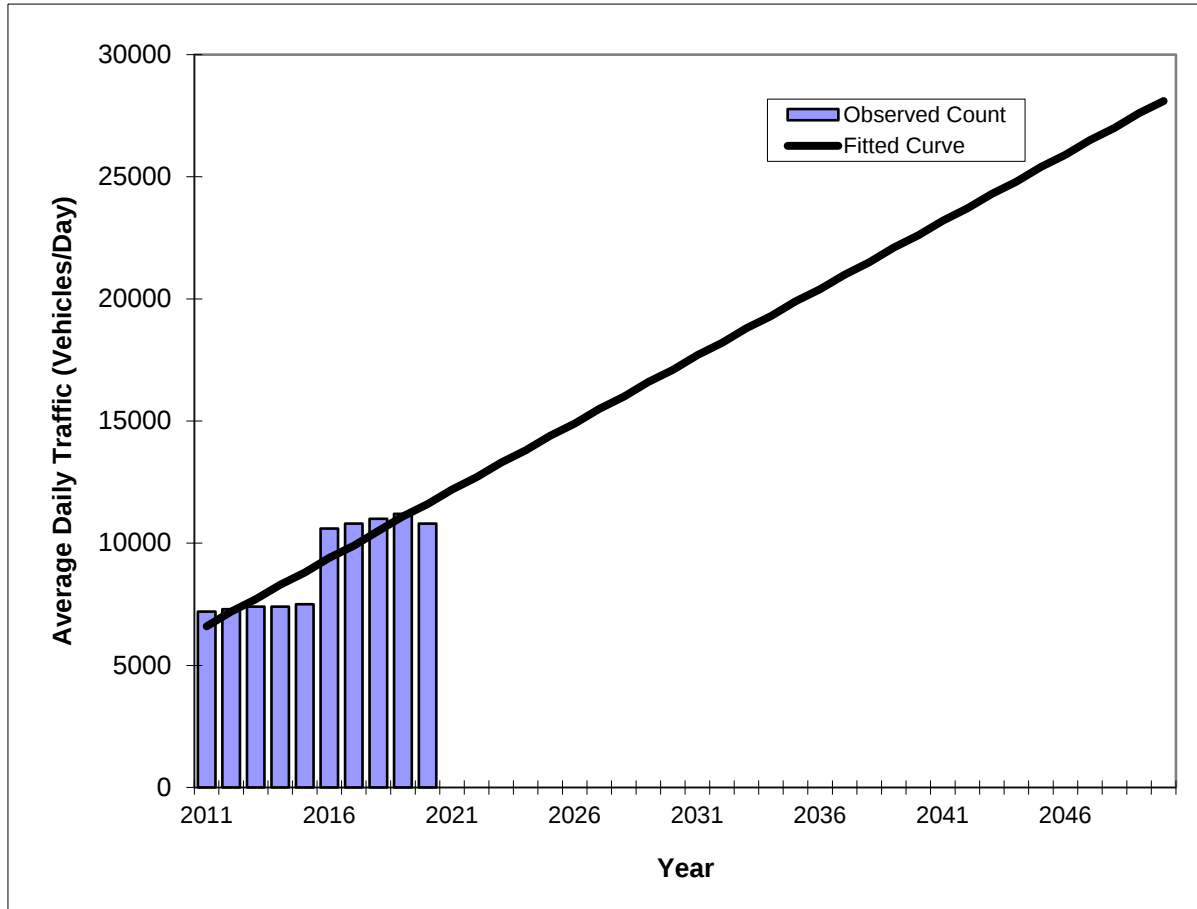
** Annual Trend Increase:	204
Trend R-squared:	79.12%
Trend Annual Historic Growth Rate:	2.57%
Trend Growth Rate (2020 to Design Year):	2.01%
Printed:	10-Dec-21
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a **Max Leggett Pkwy, E of US-17 --**

FIN#	0000
Location	1

County:	Duval (72)
Station #:	0600
Highway:	Max Leggett Pkwy, E of US-17



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2011	7200	6600
2012	7300	7200
2013	7400	7700
2014	7400	8300
2015	7500	8800
2016	10600	9400
2017	10800	9900
2018	11000	10500
2019	11200	11100
2020	10800	11600
2030 Opening Year Trend		
2030	N/A	17100
2040 Mid-Year Trend		
2040	N/A	22600
2050 Design Year Trend		
2050	N/A	28100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	552
Trend R-squared:	80.34%
Trend Annual Historic Growth Rate:	8.42%
Trend Growth Rate (2020 to Design Year):	4.74%
Printed:	10-Dec-21
Straight Line Growth Option	

*Axle-Adjusted

Appendix C

BEBR, Projections of Florida Population for Duval County

Projections of Florida Population by County, 2025–2045, with Estimates for 2020

Stefan Rayer, Population Program Director
Ying Wang, Research Demographer

The Bureau of Economic and Business Research (BEBR) has been making population projections for Florida and its counties since the 1970s. This report presents our most recent set of projections and describes the methodology used to construct those projections. To account for uncertainty regarding future population growth, we publish three series of projections. We believe the medium series is the most likely to provide accurate forecasts in most circumstances, but the low and high series provide an indication of the uncertainty surrounding the medium series. It should be noted that these projections refer solely to permanent residents of Florida; they do not include tourists or seasonal residents. Furthermore, we note that this set of projections is still based on the Census 2010 counts and the BEBR population estimates since then. The next set of BEBR county projections, scheduled for release in early 2022, will incorporate the Census 2020 counts.

State projections

The starting point for the state-level projections was the April 1, 2010 census population count by age, sex, race, and Hispanic origin, as adjusted by the National Center for Health Statistics (NCHS) in the Vintage 2017 bridged race population estimates. Projections were made in one-year intervals using a cohort-component methodology in which births, deaths, and migration are projected separately for each age-sex cohort in Florida for non-Hispanic whites, non-Hispanic nonwhites, and Hispanics. We applied three

different sets of assumptions to provide low, medium, and high series of projections. Although the low and high series do not provide absolute bounds on future population change, they provide a reasonable range in which Florida's future population is likely to fall.

Survival rates were applied by single year of age, sex, race, and Hispanic origin to project future deaths in the population. These rates were based on Florida Life Tables for 2012–2018, using mortality data published by the Office of Vital Statistics in the Florida Department of Health. The survival rates were adjusted upward each year until 2044 to account for projected increases in life expectancy. These adjustments were based on projected increases in survival rates released by the U.S. Census Bureau. We used the same mortality assumptions for all three series of projections because there is less uncertainty regarding future changes in mortality rates than is true for migration and fertility rates.

Domestic migration rates by age and sex were based on Public Use Microdata Sample (PUMS) files from the 2010–2019 American Community Survey (ACS) 1-year estimates, and the 2014–2018 and 2015–2019 ACS 5-year estimates. We first calculated an average of the 2010–2018 1-year estimates and the 2014–2018 5-year estimates. Next, we calculated an average of the 2011–2019 1-year estimates and the 2015–2019 5-year estimates. Our final domestic migration rates were based on an average of these two

sets of migration estimates. Projections based on input data from more than one time period tend to be more accurate than those based on a single time period. By combining 1-year ACS estimates, which are more current, with 5-year ACS estimates, which are more stable, we make use of the different strengths of each type of ACS data.

For all three racial/ethnic groups, we applied smoothing techniques to the age/sex-specific migration rates to adjust for data irregularities caused by small sample size. The smoothed in- and out-migration rates were weighted to account for recent changes in Florida's population growth rates. Projections of domestic in-migration were made by applying weighted in-migration rates to the projected population of the United States (minus Florida), using the most recent set of national projections produced by the U.S. Census Bureau. Projections of out-migration were made by applying weighted out-migration rates to the Florida population. In both instances, rates were calculated separately for males and females by race and ethnicity for each age up to 90 and over.

For the medium projection series, in-migration weights for non-Hispanic whites varied from 1.26 to 1.02, and out-migration weights varied from 0.96 to 0.98; for non-Hispanic nonwhites and for Hispanics, in-migration weights varied from 1.23 to 1.02, and out-migration weights varied from 0.99 to 0.98. For the low projection series, the in-migration weights described above were lowered for all three racial/ethnic groups over time – from 7% in 2021 to 11% in 2045; the out-migration weights were raised by the same margins. For the high projection series, the in-migration weights described above were raised for all three racial/ethnic groups over time – from 7% in 2021 to 11% in 2045; the out-migration weights were lowered by the same margins.

The distribution of foreign immigrants for the three racial/ethnic groups by age and sex was also based on averages of the patterns observed over the same time periods using the same ACS data sets as for domestic migration. Again, we smoothed the estimates

to account for irregularities in the age/sex distribution of immigrants. For the medium projection series, we held foreign immigration at an average of the observed levels, with some short-term adjustments based on recent trends. In addition, we made minor adjustments to the racial/ethnic distribution of those migrants based on recent trends. For the low series, foreign immigration was projected to decrease by 1,250 per year from the average of the observed levels; for the high series, foreign immigration was projected to increase by 1,000 per year. Foreign emigration was assumed to equal 25% of foreign immigration for each series of projections.

Projections were made in one-year intervals, with each projection serving as the base for the following projection. Projected in-migration for each one-year interval was added to the survived Florida population at the end of the interval and projected out-migration was subtracted, giving a projection of the population age one and older.

Births were projected by applying age-specific birth rates (adjusted for child mortality) to the projected female population of each racial/ethnic group. These birth rates were based on Florida birth data for 2012–2018 published by the Office of Vital Statistics in the Florida Department of Health. They imply a total fertility rate (TFR) of 1.64 births per woman for non-Hispanic whites, 1.91 births per woman for non-Hispanic nonwhites, 1.78 births per woman for Hispanics, and 1.75 births per woman for total population. These rates were adjusted in the short-term projections to make them consistent with recent fertility trends. We also raised them long-term, though to a lesser extent than in previous years. We still expect fertility rates to increase, but more slowly and to a lower level than previously projected. We made this downward adjustment because recorded resident births in Florida, after having increased each year from 2012 through 2016, have trended downward again over the past four years (the birth data for 2020 are still provisional). By 2030, the adjusted rates imply a total fertility rate of 1.68 births per woman for non-Hispanic whites, 1.97 births per woman for non-Hispanic nonwhites, 1.84 births per

woman for Hispanics, and 1.80 births per woman for total population.

As a final step, projections for non-Hispanic whites, non-Hispanic nonwhites, and Hispanics were added together to provide projections of the total population. The medium projections of total population for 2021–2025 were adjusted to be consistent with the state population forecasts for those years produced by the State of Florida’s Demographic Estimating Conference (DEC) held March 3, 2021. None of the projections after 2025 had any further adjustments. In this publication, we provide projections for 2025, 2030, 2035, 2040, and 2045. State projections for other years are available by request.

County projections

The cohort-component method is a good way to make population projections at the state level but is not necessarily the best way to make projections at the county level. Many counties in Florida are so small that the number of persons in each age-sex category is inadequate for making reliable cohort-component projections, given the lack of detailed small-area data. Even more important, county growth patterns are so volatile that a single technique based on data from a single time period may provide misleading results. We believe more useful projections of total population can be made by using several different techniques and historical base periods.

For counties, we started with the population estimate constructed by BEBR for April 1, 2020. We made projections for each county using five different techniques in five-year increments. The five techniques were:

1. Linear – the population will change by the same number of persons in each future year as the average annual change during the base period.
2. Exponential – the population will change at the same percentage rate in each future year as the average annual rate during the base period.

3. Share-of-growth – each county’s share of state population growth in the future will be the same as its share during the base period.

4. Shift-share – each county’s share of the state population will change by the same annual amount in the future as the average annual change during the base period.

5. Constant-share – each county’s share of the state population will remain constant at its 2020 level.

For the linear and share-of-growth techniques we used base periods of two, ten, and twenty years (2018–2020, 2010–2020, and 2000–2020), yielding three sets of projections for each technique. For the exponential and shift-share techniques we used base periods of five and fifteen years (2015–2020 and 2005–2020), yielding two sets of projections for each technique. The constant-share method was based on data for a single year (2020).

This methodology produced eleven projections for each county for each projection year (2025, 2030, 2035, 2040, and 2045). From these, we calculated five averages: one using all eleven projections (AVE-11), one that excluded the highest and lowest projections (AVE-9), one that excluded the two highest and two lowest projections (AVE-7), one that excluded the three highest and three lowest projections (AVE-5), and one that excluded the four highest and four lowest projections (AVE-3). Based on the results of previous research, we designated the average that excluded the three highest and three lowest projections (AVE-5) as the default technique for each county. We evaluated the resulting projections by comparing them with historical population trends and with the level of population growth projected for the state as a whole. For counties in which AVE-5 did not provide reasonable projections, we selected the technique producing projections that fit most closely with our evaluation criteria.

For 52 counties we selected AVE-5, the average in which the three highest and three lowest projections

were excluded. In the remaining 15 counties, we selected projections made from an individual technique or calculated a custom average (e.g., an average of two or more of the individual techniques, or an average of one or more of the individual techniques and one of the above described averages). These include Bay, Calhoun, Franklin, Gadsden, Gulf, Hardee, Holmes, Jackson, Jefferson, Liberty, Madison, Monroe, Pinellas, Sumter, and Union counties.

We also made adjustments in several counties to account for changes in institutional populations such as university students and prison inmates. Adjustments were made only in counties in which institutional populations account for a large proportion of total population or where changes in the institutional population have been substantially different than changes in the rest of the population. In the present set of projections, adjustments were made for Alachua, Baker, Bradford, Calhoun, Columbia, DeSoto, Dixie, Franklin, Gadsden, Gilchrist, Glades, Gulf, Hamilton, Hardee, Hendry, Holmes, Jackson, Jefferson, Lafayette, Leon, Liberty, Madison, Okeechobee, Santa Rosa, Sumter, Suwannee, Taylor, Union, Wakulla, Walton, and Washington counties.

We did not make a specific adjustment to these county projections to account for any potential impacts of the COVID-19 pandemic. Pandemic-related population effects are highly uncertain at the local level, and there are no good data available yet to assess them. Furthermore, the latest state projections from the March 3, 2021 DEC, to which these county projections are controlled, show a similar state total for April 1, 2025 as the state projections adopted at the December 3, 2019 DEC before the pandemic. Thus, while there may be some short-term effects, we currently expect no significant impacts from the pandemic on the projections for 2025 and beyond.

Range of county projections

The techniques described in the previous section were used to construct the medium series of county projections. This is the series we believe will generally provide the most accurate forecasts of future

population change. We also constructed low and high projections to provide an indication of the uncertainty surrounding the medium county projections. The low and high projections were based on analyses of past population forecast errors for counties in Florida, broken down by population size and growth rate. They indicate the range into which approximately three-quarters of future county populations will fall, if the future distribution of forecast errors is similar to the past distribution.

The range between the low and high projections varies according to a county's population size in 2020 (less than 30,000; 30,000 to 199,999; and 200,000 or more), rate of population growth between 2010 and 2020 (less than 7.5%; 7.5–15%; 15–30%; and 30% or more), and the length of the projection horizon (on average, projection errors grow with the length of the projection horizon). Our studies have found that the distribution of absolute percent errors tends to remain fairly stable over time, leading us to believe that the low and high projections provide a reasonable range of errors for most counties. It must be emphasized, however, that the actual future population of any given county could be below the low projection or above the high projection.

For the medium series of projections, the sum of the county projections equals the state projection for each year (except for slight differences due to rounding). For the low and high series, however, the sum of the county projections does not equal the state projection. The sum of the low projections for counties is lower than the state's low projection and the sum of the high projections for counties is higher than the state's high projection. This occurs because potential variation around the medium projection is greater for counties than for the state as a whole.

Acknowledgement

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**Projections of Florida Population by County,
2025–2045, with Estimates for 2020 (continued)**

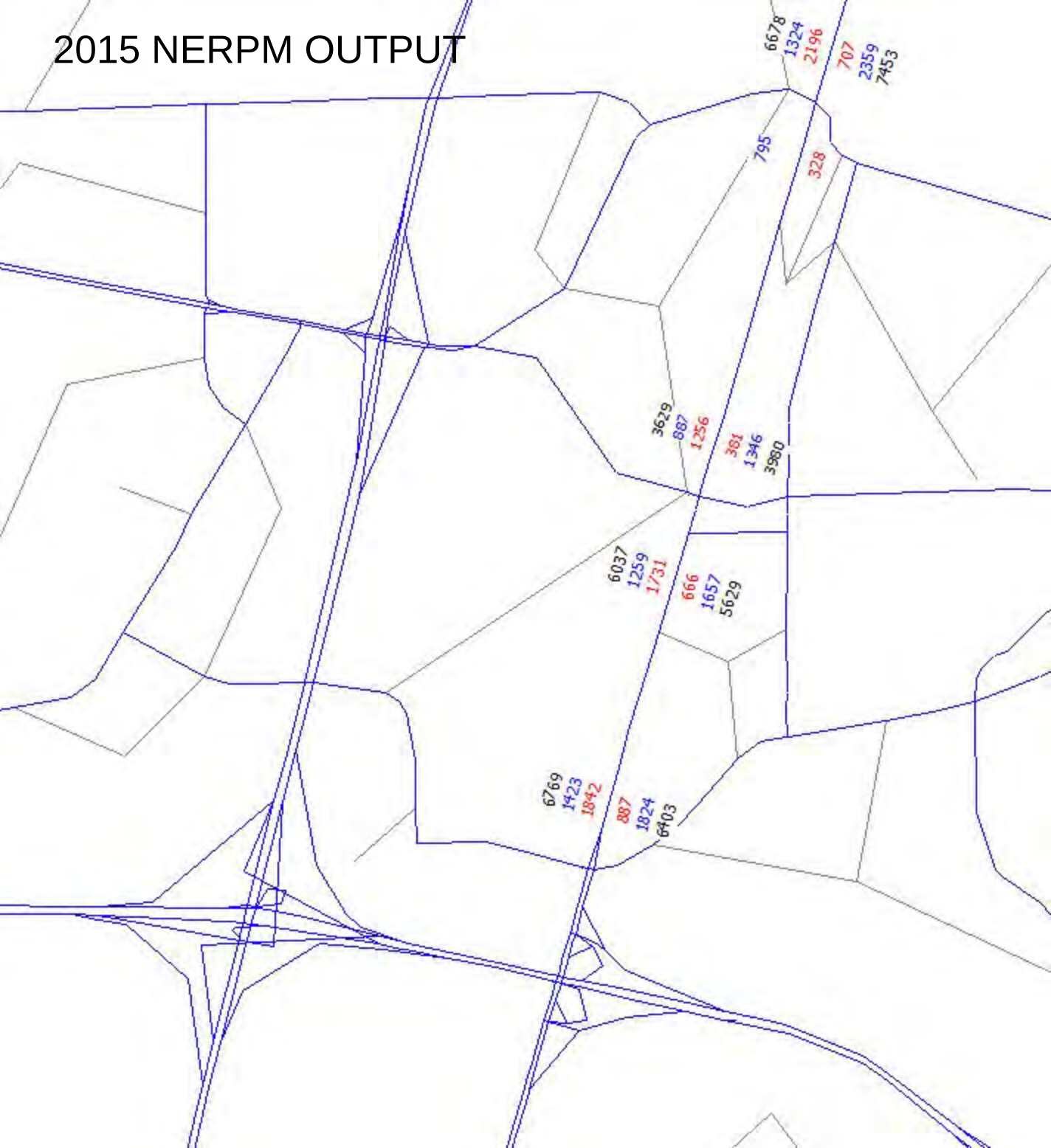
County and State	Estimates April 1, 2020					
		2025	2030	2035	2040	2045
DUVAL	982,080					
Low		973,100	993,300	1,005,400	1,010,900	1,011,700
Medium		1,043,200	1,092,200	1,131,500	1,164,100	1,192,500
High		1,110,900	1,195,500	1,267,600	1,333,400	1,394,100
ESCAMBIA	323,714					
Low		312,500	312,100	310,300	308,000	305,000
Medium		335,100	344,000	351,200	357,700	363,500
High		356,700	375,600	391,200	406,200	420,300
FLAGLER	114,173					
Low		115,800	122,800	127,700	130,700	132,400
Medium		128,300	140,800	150,900	159,400	166,900
High		140,100	159,500	178,000	195,000	212,000
FRANKLIN	11,864					
Low		11,200	11,100	10,900	10,600	10,300
Medium		12,400	12,800	13,100	13,300	13,500
High		13,600	14,500	15,400	16,200	17,000
GADSDEN	46,226					
Low		43,700	42,900	41,900	40,800	39,700
Medium		46,800	47,200	47,400	47,600	47,600
High		50,100	52,000	53,600	54,800	56,000
GILCHRIST	18,269					
Low		17,500	17,500	17,500	17,300	17,000
Medium		19,300	20,200	20,800	21,400	21,900
High		21,200	23,000	24,700	26,300	28,000
GLADES	13,609					
Low		13,100	13,200	13,200	13,100	12,900
Medium		14,300	14,800	15,200	15,600	15,900
High		15,500	16,700	17,800	18,800	19,900
GULF	14,724					
Low		14,200	14,200	14,100	13,900	13,700
Medium		15,400	15,900	16,300	16,600	16,800
High		16,700	17,900	19,000	20,000	21,000
HAMILTON	14,570					
Low		13,600	13,400	13,000	12,600	12,200
Medium		14,800	15,000	15,100	15,200	15,300
High		16,100	16,800	17,500	18,200	18,800
HARDEE	27,443					
Low		25,200	24,400	23,600	22,700	21,900
Medium		27,500	27,500	27,500	27,500	27,500
High		29,800	30,800	31,800	32,700	33,600
HENDRY	40,953					
Low		39,400	39,400	39,200	38,800	38,300
Medium		42,900	44,400	45,600	46,600	47,500
High		46,400	49,500	52,400	55,000	57,700
HERNANDO	192,186					
Low		189,400	194,300	196,800	197,500	197,000
Medium		206,400	218,200	227,500	235,000	241,500
High		223,100	244,000	263,100	280,100	296,800
HIGHLANDS	104,834					
Low		101,900	102,500	102,600	102,500	102,200
Medium		109,000	112,400	115,200	117,700	119,900
High		116,700	124,100	131,200	137,700	144,300
HILLSBOROUGH	1,478,759					
Low		1,480,500	1,533,000	1,567,300	1,591,700	1,605,800
Medium		1,614,200	1,723,500	1,811,800	1,889,200	1,958,300
High		1,734,300	1,905,000	2,054,300	2,198,900	2,336,700

Appendix D

NERPM Model Output

2015 and 2045

2015 NERPM OUTPUT



2045 NERPM OUTPUT

