
Project Traffic Analysis Report (PTAR)
CR 210 at CR 2209 (St. Johns Parkway)

FPID #441371-1

St. Johns County, Florida

Prepared for:



Florida Department of Transportation
District Two
1109 South Marion Avenue,
Lake City, Florida 32025-5874
March 2026

PROJECT TRAFFIC ANALYSIS REPORT

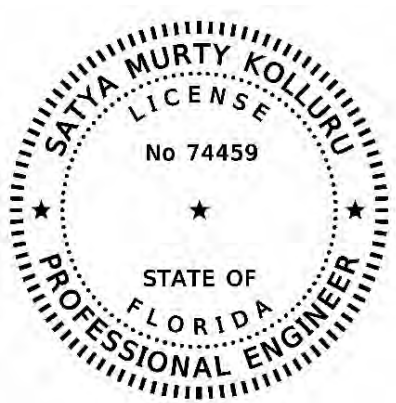
CR 210 at CR 2209 (St. Johns Parkway)

St. Johns County, Florida

Financial Project ID: 441371-1
Federal Aid Project Number: NA

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016, and executed by Federal Highway Administration and FDOT.

I hereby certify that I am a registered professional engineer in the State of Florida practicing with Osiris 9 Consulting, LLC, and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice for this project.



Engineer of Record

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Traffic forecasts for the project were developed using:	
☒ Travel Demand Model	☐ Growth Rates
Type of Travel Demand Model Used: Northeast Regional Planning Model 2020	
Is the travel demand model based on the latest adopted Long-Range Transportation Plan?	
☒ YES	☐ NO
<u>December 2020</u> Date when MPO adopted the latest Long Range Transportation Plan <u>2020</u> Base Year of Travel Demand Model <u>2050</u> Horizon Year of Travel Demand Model Long Range Transportation Plan documentation is available at: • TPO LRTP (northfloridatpo.com) • Transportation / Concurrency (st-johns.fl.us)	
Traffic Data and Factors	
Standard K = 9% D Factor = 55.2% T ₂₄ = 2.7% T _f = 1.85%	Data Collection Year = <u>2024</u> Existing Year = <u>2025</u> Opening Year = <u>2030</u> Design Year = <u>2050</u>
Traffic Analysis Assumptions	
Measures of Effectiveness used: Intersection Performance and Network-wide Performance	

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1.0 INTRODUCTION

1.1 Project Background

The Florida Department of Transportation (FDOT) District Two is conducting a study to evaluate the improvements at the County Road (CR) 210 and CR 2209 (St. Johns Parkway) intersection in St. Johns County, Florida. The project location is shown in **Figure 1-1**.

This Project Traffic Analysis Report (PTAR) documents the following:

- Existing traffic to identify any operational issues
- Safety analysis identifying safety issues
- Methodology for developing future traffic forecasts
- Future traffic forecasts and operational analysis to justify any proposed improvements

1.2 Purpose and Need

The purpose of this project is to add capacity to the intersection of CR 210 at CR 2209 (St. Johns Parkway), provide long-term mobility options, improve operations, and accommodate projected traffic growth. The need for the project is based on the existing traffic conditions at this study intersection, whereby the intersection is operating at a failed Level of Service (LOS) F in both AM and PM peak hours, with very long queues in the northbound and southbound CR 2209 in the AM and PM peak hours, respectively. Furthermore, rapidly increasing traffic demand, correcting roadway design deficiencies, enhancing safety conditions, and enhancing transportation network connectivity also calls for improvements at this intersection.

1.3 Project Study Area

The project study area is located in St. Johns County, Florida. The study limits along the CR 210 corridor extend from Cartwheel Bay Avenue to Stonehurst Parkway, and from south of John's Creek Parkway to north of Shops Boulevard along CR 2209 (St. Johns Parkway). The project limits encompass the following eight intersections:

1. CR 210 at Cartwheel Bay Avenue – *Signalized*
2. CR 210 at Shoppes of St. Johns Parkway – *Unsignalized*
3. CR 210 at CR 2209 (St. Johns Parkway) – *Signalized*
4. CR 210 at Stonehurst Parkway/Southern Grove Drive – *Signalized*
5. CR 2209 (St. Johns Parkway) at John's Creek Parkway - *Unsignalized*
6. CR 2209 (St. Johns Parkway) at John's Creek Shopping Center – *Unsignalized*
7. CR 2209 (St. Johns Parkway) at Shops Boulevard – *Unsignalized*
8. CR 2209 (St. Johns Parkway) at Shoppes of St. Johns Parkway – *Unsignalized*

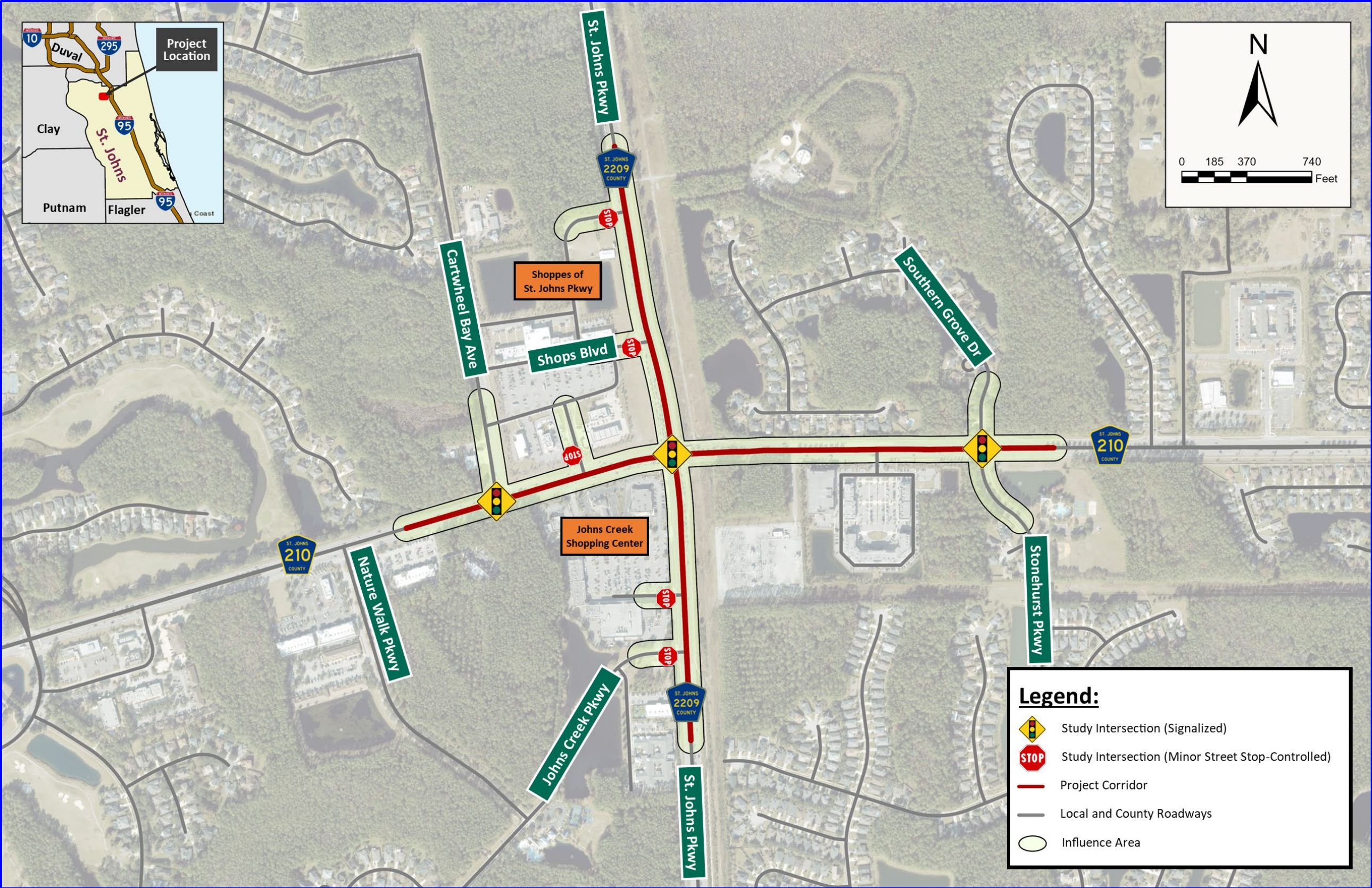


Figure 1-1: Project Location and Area of Influence Map

2.0 METHODOLOGY

2.1 Methodology

The methodology used for travel demand forecasting and the development of design hour traffic is consistent with the 2021 FDOT Project Traffic Forecasting Handbook (PTFH). The following sections summarize the methodology applied in this report.

2.2 Analysis Years

The Base Year (2020) and Horizon Year (2050) were used for the travel demand forecasting. The forecasting of the traffic volumes was performed using the Northeast Regional Planning Model (NERPM) 2020.

The years used for the traffic operational analyses are listed below:

- Existing Year: 2025
- Opening Year: 2030
- Design Year: 2050

2.3 Data Collection

The analysis conducted for this PTAR includes recent data collection efforts, supplemented with data from the FDOT Annual Counts Program. Data was gathered from multiple sources, including FDOT Florida Traffic Online (FTO), FDOT District Two's land use and environmental databases, and other field data collection activities. Raw Traffic Count Data is provided in **Appendix A**. Below is a summary of the locations, and types of data collected:

- Existing Roadway Characteristics Data (Source – Field Visits, Aerial Imagery)
 - Roadway Geometry
 - Number of Lanes
- Control Data (Source – Field Visits and FDOT)
 - Stop/Yield Sign Inventory
 - Regulatory/Advisory Speed Limits
- 24-Hour Bi-Directional Hose Counts collected from Monday, September 9, 2024, to Sunday, September 15, 2024
 - CR 210 west of Cartwheel Bay Avenue
 - CR 210 east of Stonehurst Parkway
- 12-Hour Turning Movement Counts (TMCs) collected on Thursday, September 12, 2024
 - CR 210 at Cartwheel Bay Avenue
 - CR 210 at Stonehurst Parkway
 - CR 210 at CR 2209
- Peak Hour Turning Movement Counts by Drone collected on Wednesday, April 2, 2025
 - CR 2209 (St. Johns Parkway) at Johns Creek Parkway
 - CR 2209 (St. Johns Parkway) at Johns Creek Shopping Center
 - CR 2209 (St. Johns Parkway) at Shoppes of St. Johns Parkway

Data collection sites are shown in **Figure 2-1** by collection type.

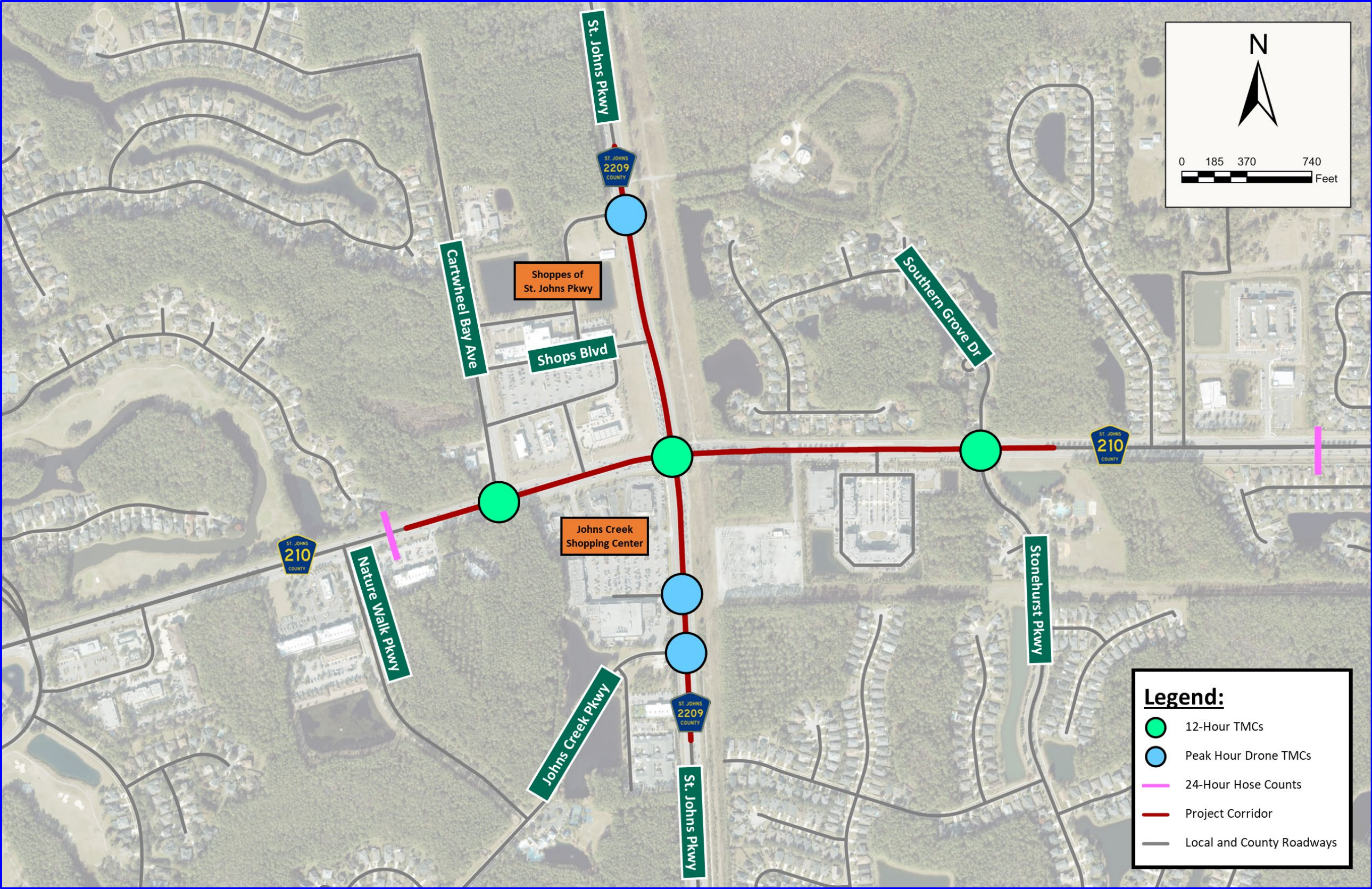


Figure 2-1: Data Collection Map

2.4 Base Traffic Data and Traffic Factors

Factors used for the design traffic development include K, D, T_{24} , T_f , the Peak Hour Factor (PHF), and the Model Output Conversion Factor (MOCF). The K-factor is the proportion of the Annual Average Daily Traffic (AADT) estimated to occur during the design hours, depending upon the area type and facility type. The D-factor is the proportion of traffic traveling in the peak direction for the design hour. T_f is the percentage of truck traffic occurring during the peak hours and is estimated as half of the 24-hour truck percentage (T_{24}). The PHF is 0.92 for this area type (C3R, suburban residential), per guidance from the FDOT Multimodal Quality/LOS Handbook. The MOCF was obtained from the latest information available at the time of evaluation from FTO for St. Johns County. The traffic factors used in this PTAR are presented in **Table 2-1**.

Table 2-1: Recommended Traffic Factors

PHF	T_{24}	T_f	K	D	MOCF
0.92	2.7%	1.85%	9.0%	55.2%	0.96

Sources:

1. T_{24} , T_f , K and D factors: FDOT FTO
2. PHF: FDOT Multimodal Quality/LOS Handbook
3. MOCF: FTO Peak Season Factors for St. Johns County

2.4.1 Seasonal Factors and Axle Correction Factor

Seasonal correction factors (SF) are employed to adjust short-duration vehicle class counts to AADT. The axle correction factor (ACF) was not utilized since the data collected were classified based on vehicle types. Data for these factors were sourced from the FDOT FTO 2024 database, with detailed reports available in **Appendix B** and **Appendix C**, respectively. **Table 2-2** shows the SF and ACF for the study area.

Table 2-2: Seasonal and Axle Factors

Seasonal Factor	Axle Correction Factor
1.03	0.99

2.5 Analysis Methodology

This PTAR was prepared following the guidelines outlined in Part 2, Chapter 2 of the FDOT Project Development & Environment (PD&E) Manual (2023), the FDOT Traffic Analysis Handbook (2021), and the 2024 PTFH.

2.5.1 Existing Year Traffic Volumes

The Existing Year (2025) AADTs and TMCs were established from the most recent traffic data (2024) and which were grown using a recommended growth rate (documented in **Section 4**). The resulting 2025 traffic volumes were used as the Existing Year (2025) traffic inputs for the operational analyses. The Existing Year (2025) AADTs and TMCs are provided in **Figure 3-2** and **Figure 3-3**, respectively.

2.5.2 Future Traffic Forecast

The NERPM 2020, approved by the North Florida Transportation Planning Organization (NFTPO), is compliant with the Florida Standard Urban Transportation Modeling Structure (FSUTMS). A detailed procedure is outlined below.

2.5.3 Operational Analysis Procedure

The operational analysis for this study was performed by using VISSIM 2022 and Synchro 12. VISSIM microsimulation was used to assess the study area on a network-wide basis. In addition, it was used to assess the traffic operation conditions of individual facilities, such as arterial segments and signalized intersections. Synchro 12 was used primarily to aid in signal timing optimization for future year scenarios.

2.5.3.1 VISSIM Analysis Procedure

The microsimulation analysis using VISSIM software was conducted to evaluate system-wide operational performance. Microsimulation analysis enhances the capability of capturing the network-wide vehicular interaction between the individual roadway elements (in this study, arterial segments and intersections). The microsimulation model was calibrated to the existing year traffic counts and queues observed in the field. A three-hour AM and PM peak period with 15 minutes of seeding analysis was conducted using 15-minute flow rates with microsimulation for the Existing Year (2025). The microsimulation was performed consistently with guidelines provided in the FDOT 2021 Traffic Analysis Handbook.

VISSIM is a stochastic model that produces different results by changing the random seed numbers. To ensure model variation does not skew the results, a certain number of model runs is required. A sample size of 10 runs (as per FDOT 2021 Traffic Analysis Handbook) was used and the results from these runs were averaged.

2.5.3.2 LOS Criteria

Level of Service (LOS) criteria for State Highway System projects are based on the FDOT LOS Policy (Procedure No. 000-525-006-c) and the District 2 Level of Service Report, as illustrated in the interactive map from June 2022. The FDOT *Level of Service Targets for the State Highway System* stipulate that during peak travel hours, the automobile targets are LOS D within urbanized areas.

2.5.3.3 Measure of Effectiveness

The following performance Measures of Effectiveness (MOEs) were utilized to assess operational performance:

- Intersection Performance – Node Evaluation
 - Delay and LOS
 - Average Queue Length
- Network-wide Performance
 - Average speed
 - Average delay
 - Latent delay
 - Latent demand
 - Total travel time

3.0 EXISTING CONDITION ANALYSIS

3.1 Existing Conditions

The intersection of CR 210 and CR 2209 (St. Johns Parkway) is a signalized intersection with dual left turn storage lanes, a single right turn storage for all approaches to the intersection. Additionally, both CR 210 and CR 2209 (St. Johns Parkway) have bike lanes present along the roadway.

CR 210 is a four-lane divided east/west roadway within the project limits and is functionally classified as an Urban Major Collector and contextually classified as a C3R – Suburban Residential.

CR 2209 (St. Johns Parkway) is a four-lane divided north/south roadway within the project limits and is functionally classified as an Urban Major Collector and contextually classified as a C3R – Suburban Residential.

The posted speed limit for CR 210 and CR 2209 (St. Johns Parkway) is 45 miles per hour (mph) within the study area. Figure 3-1 provides the Existing year (2025) Roadway and Intersection Geometry.

3.2 Existing Traffic Data

The Existing Year (2025) AADT for the study area is shown in **Figure 3-2**. The 2025 AADT calculations were based on averaging two-day raw traffic counts and applying the appropriate peak season and axle correction factors. Existing Year (2025) Turning Movement Counts (TMC) are depicted in **Figure 3-3**.

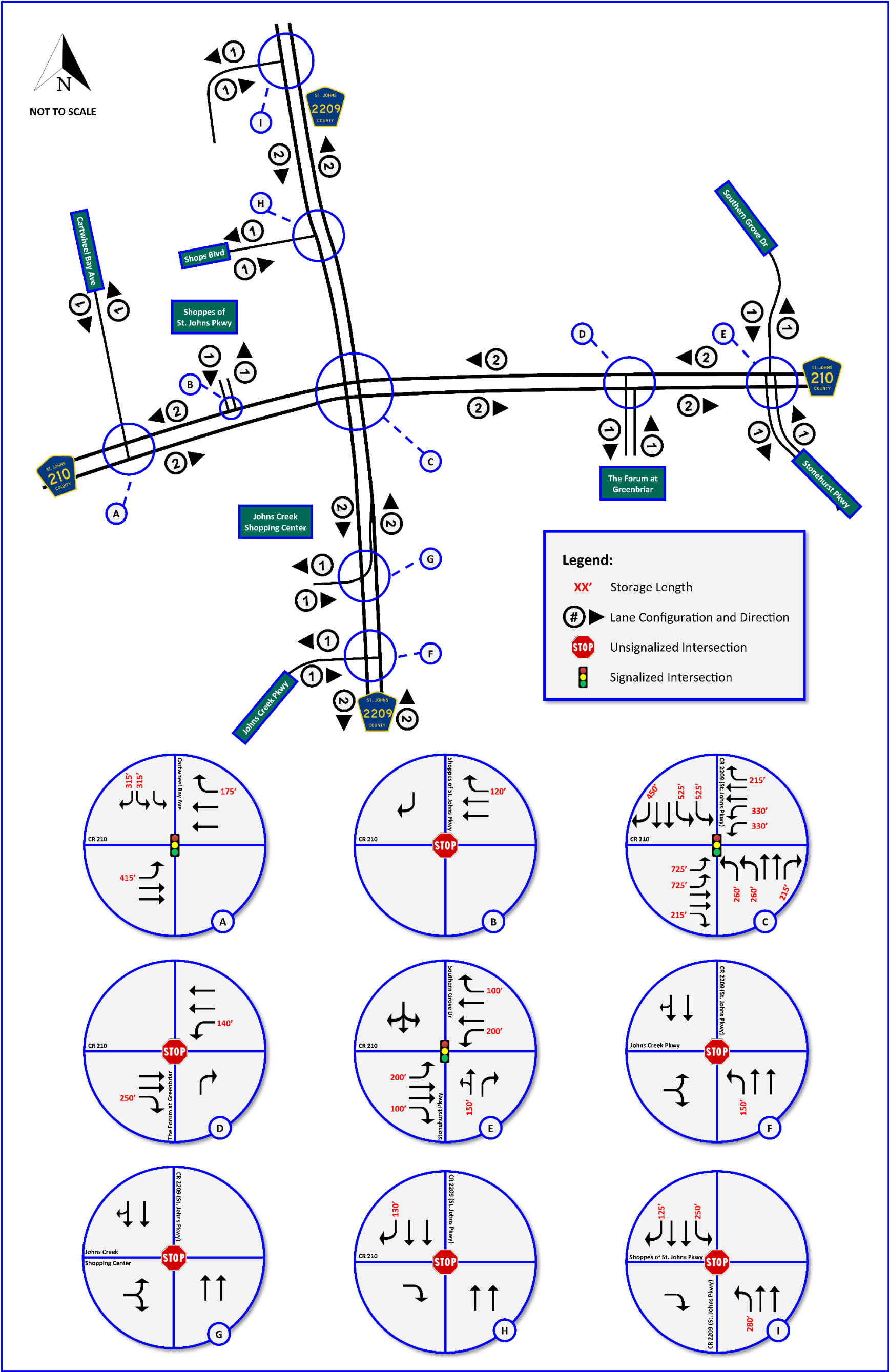


Figure 3-1: Existing Year (2025) Roadway and Intersection Geometry

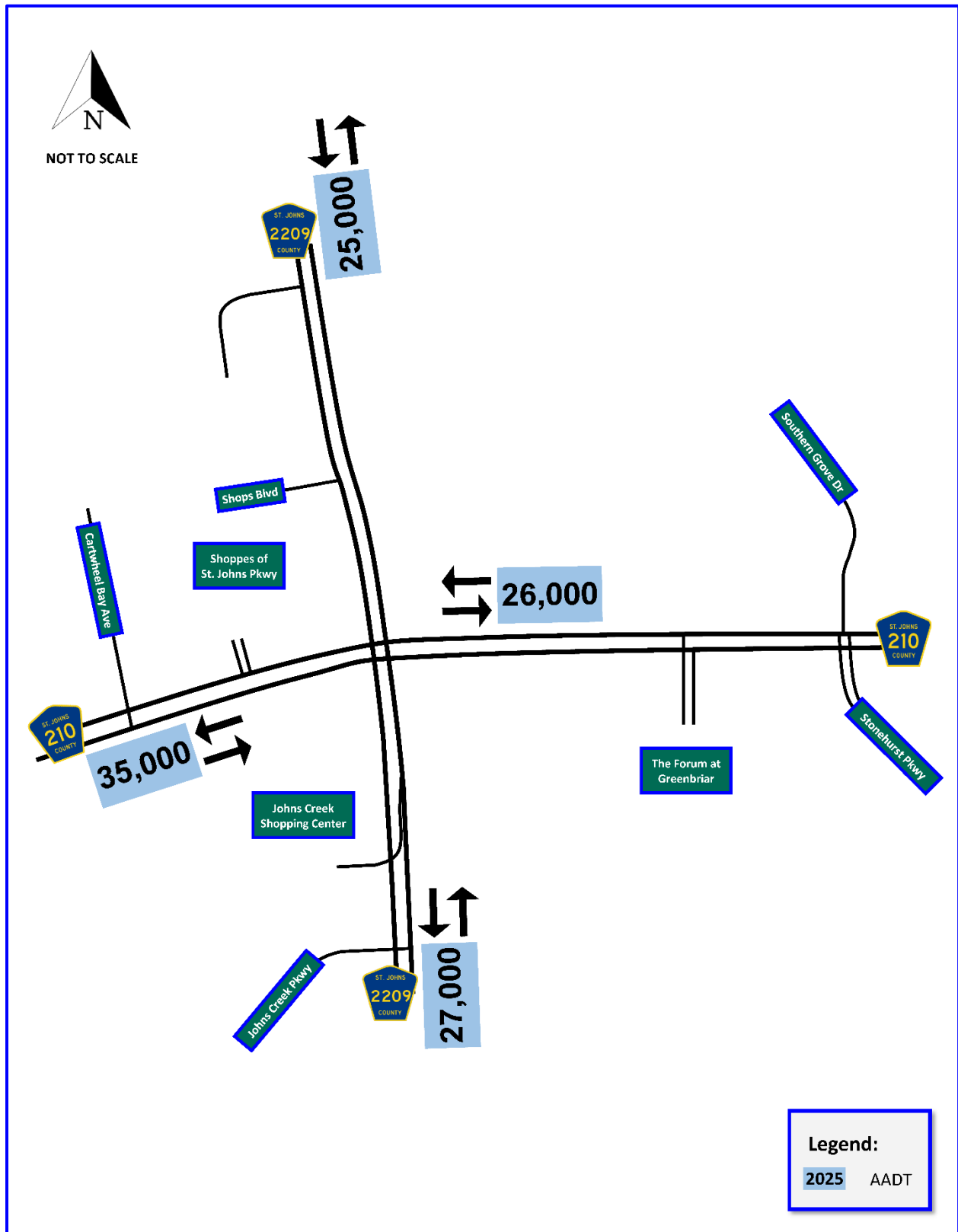
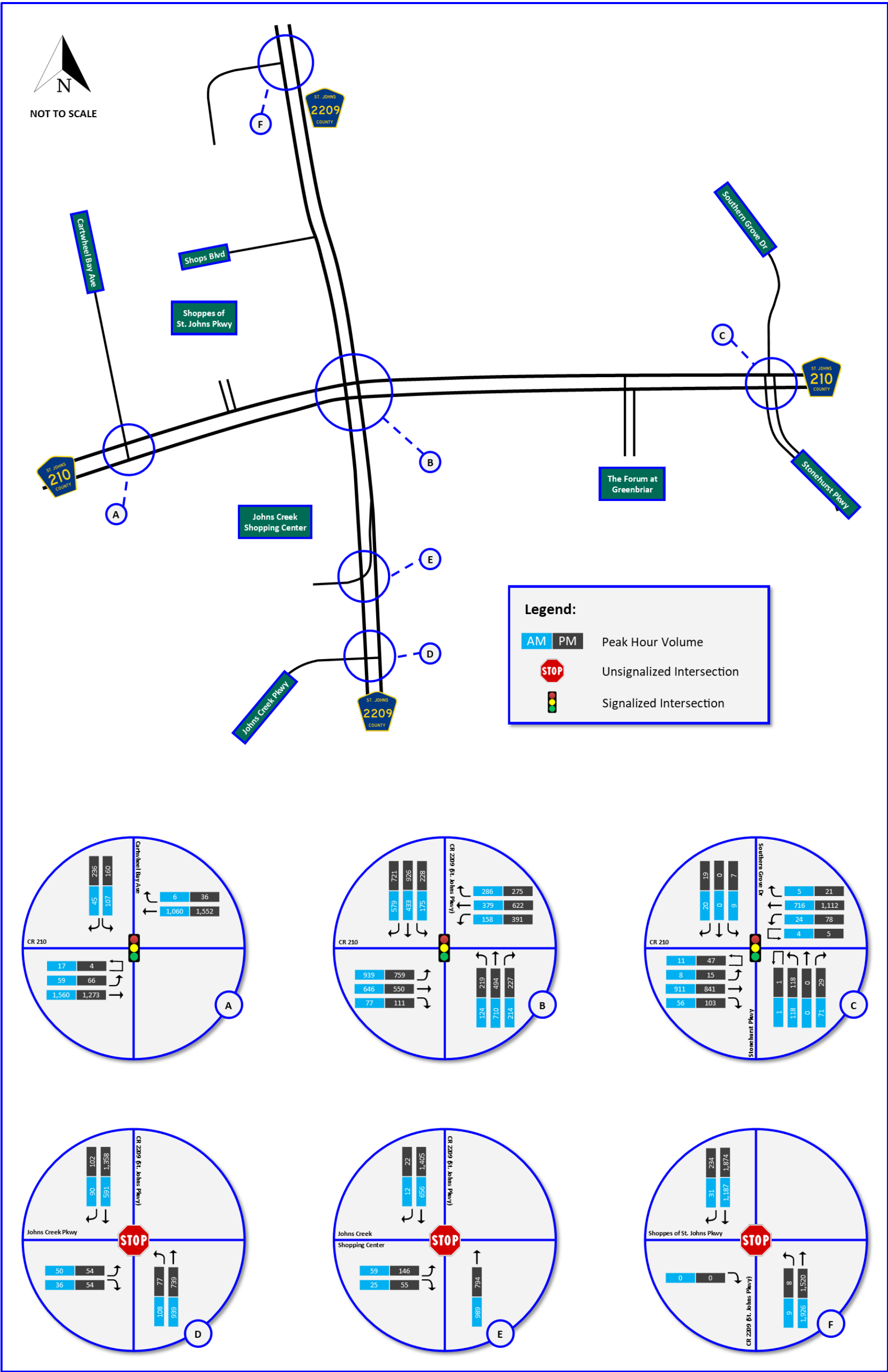


Figure 3-2: Existing Year (2025) AADTs



3.3 Existing Year Operational Analysis

The following sections provide a discussion and evaluation of the existing traffic operation within the area of influence of this PTAR. This discussion includes VISSIM calibration and existing operating conditions.

3.3.1 VISSIM Calibration

To better represent the traffic operations in the study area, calibration of the existing models was performed by adjusting parameter sets in VISSIM models such that the model results replicated the field-observed data. The calibration efforts used criteria from FDOT's Traffic Analysis Handbook (2021), and all reasonable efforts were made to calibrate the VISSIM model to the proposed criteria.

Table 3-1 provides the established VISSIM model calibration criteria that were used for this project.

Table 3-1: Calibration Criteria Based on FDOT Traffic Analysis Handbook

Calibration Item	Calibration Target/Goal
Traffic Volume	Simulated and measured link volumes for more than 85% of links to be: • Within 100 vph for volumes less than 700 vph. • Within 15% for volumes between 700 vph and 2,700 vph. • Within 400 vph for volumes greater than 2,700 vph.
	Simulated and measured link volumes for more than 85% of links to have a GEH* statistic value of 5 or lower.
	Sum of link volumes within calibration area to be within 5%.
Queue Length	Difference between simulated and observed queue lengths to be within 20%.
Visualization	Check for consistency with field conditions of the following: on- and off-ramp queuing, weaving maneuvers, patterns and extent of queue at intersection and congested links, lane utilization/choice, location of bottlenecks, etc.
	Verification of no unrealistic U-turns or vehicles exiting and reentering the network.

Notes: *GEH is an empirical formula expressed as $\sqrt{2 * (M - C)^2 / (M + C)}$ where M is the simulation model volume and C is the field counted volume.

Tables 3-2 to 3-7 present volume calibration results for the Existing Year (2025) AM and PM peak period VISSIM models.

Total traffic volume met the criteria with volume percent difference less than 5 percent and GEH greater than 85 percent for both the AM and PM peak periods. Field-measured queue lengths were collected along the northbound and southbound directions at the CR 210 and CR 2209 (St. Johns Parkway) intersection during the AM and PM peak hours, respectively. These observed queues were compared with the VISSIM model results, and the modeled queue lengths met the calibration criteria, with differences of less than 20 percent, as shown in **Table 3-8**. Calibrated Existing Year (2025) VISSIM models are provided in **Appendix D**.

Table 3-2: Volume Calibration – AM Peak Period

Segment		Count Volume	Simulated Volume	Difference	Difference	GEH	Calibration Targets			
Link No.	Location						GEH	Flow < 700 vph	700 vph < Flow < 2,700 vph	Flow > 2700 vph
							(<5)	(±100 vph)	(±15 %)	(± 400 %)
101	CR 210 EB west of Cartwheel Bay Ave	1,636	1,631	-5	0%	0.13	Yes	-	Yes	-
102	CR 210 EB between CR 2209 and Cartwheel Bay Ave	828	812	-16	2%	0.57	Yes	-	Yes	-
103	CR 210 EB between CR 2209 and Cartwheel Bay Ave	702	691	-11	2%	0.40	Yes	-	Yes	-
104	CR 210 EB between CR 2209 and Stonehurst Pkwy	1,090	1,050	-40	4%	1.23	Yes	-	Yes	-
105	CR 210 EB between CR 2209 and Stonehurst Pkwy	1,090	1,031	-59	5%	1.80	Yes	-	Yes	-
106	CR 210 EB east of Stonehurst Pkwy	1,048	1,045	-3	0%	0.08	Yes	-	Yes	-
201	CR 210 WB east of Stonehurst Pkwy	750	743	-7	1%	0.25	Yes	-	Yes	-
202	CR 210 WB between CR 2209 and Stonehurst Pkwy	865	858	-7	1%	0.24	Yes	-	Yes	-
203	CR 210 WB between CR 2209 and Stonehurst Pkwy	548	578	30	5%	1.25	Yes	Yes	-	-
204	CR 210 WB between CR 2209 and Cartwheel Bay Ave	1,126	1,088	-38	3%	1.13	Yes	-	Yes	-
205	CR 210 WB west of Cartwheel Bay Ave	1,105	1,187	82	7%	2.43	Yes	-	Yes	-
301	CR 2209 NB south of CR 210	1,048	1,005	-43	4%	1.34	Yes	-	Yes	-
302	CR 2209 NB south of CR 210	989	836	-153	16%	5.08	No	-	No	-
303	CR 2209 NB south of CR 210	710	569	-141	20%	5.59	No	-	No	-
304	CR 2209 NB north of CR 210	1,934	1,766	-168	9%	3.89	Yes	-	Yes	-
305	CR 2209 NB north of CR 210	1,925	1,750	-175	9%	4.09	Yes	-	Yes	-
401	CR 2209 SB north of CR 210	1,218	1,225	7	1%	0.20	Yes	-	Yes	-
402	CR 2209 SB north of CR 210	1,187	1,152	-35	3%	1.03	Yes	-	Yes	-
403	CR 2209 SB north of CR 210	1,187	1,189	2	0%	0.05	Yes	-	Yes	-
404	CR 2209 SB north of CR 210	1,187	1,189	2	0%	0.06	Yes	-	Yes	-
405	CR 2209 SB north of CR 210	608	632	24	4%	0.97	Yes	Yes	-	-
406	CR 2209 SB south of CR 210	668	648	-20	3%	0.78	Yes	Yes	-	-
407	CR 2209 SB south of CR 210	668	646	-22	3%	0.87	Yes	Yes	-	-
408	CR 2209 SB south of CR 210	591	575	-16	3%	0.65	Yes	Yes	-	-
152	CR 210 EB to CR 2209 NB	939	899	-40	4%	1.32	Yes	-	Yes	-
153	CR 210 EB to CR 2209 SB	77	70	-7	9%	0.80	Yes	Yes	-	-
253	CR 210 EB to CR 2209 NB	158	161	3	2%	0.22	Yes	Yes	-	-
263	CR 210 EB to CR 2209 SB	286	294	8	3%	0.47	Yes	Yes	-	-
353	CR 2209 to CR 210 WB	124	101	-23	19%	2.21	Yes	Yes	-	-
363	CR 2209 to CR 210 EB	214	175	-39	18%	2.81	Yes	Yes	-	-
455	CR 2209 to CR 210 EB	175	176	1	1%	0.08	Yes	Yes	-	-
465	CR 2209 to CR 210 WB	579	570	-9	2%	0.38	Yes	Yes	-	-

Table 3-3: Total Volume Summary – AM Peak Period

Total Count Volume	Total Simulated Volume	Volume Difference	Percent Difference
27,260	26,341	-919	-3.4%

Table 3-4: GEH Summary – AM Peak Period

GEH	Flow < 700 vph	700 vph < Flow < 2,700 vph
	(±100 vph)	(±15 %)
29	12	17
2	0	2
93.5%	100.0%	89.5%

Table 3-5: Volume Calibration – PM Peak Period

Segment		Count Volume	Simulated Volume	Difference	Difference	GEH	Calibration Targets			
Link No.	Location						GEH	Flow < 700 vph	700 vph < Flow < 2,700 vph	Flow > 2700 vph
							(<5)	(±100 vph)	(±15 %)	(± 400 %)
101	CR 210 EB west of Cartwheel Bay Ave	1,343	1,343	0	0%	0.01	Yes	-	Yes	-
102	CR 210 EB between CR 2209 and Cartwheel Bay Ave	836	770	-66	8%	2.33	Yes	-	Yes	-
103	CR 210 EB between CR 2209 and Cartwheel Bay Ave	646	645	-1	0%	0.03	Yes	Yes	-	-
104	CR 210 EB between CR 2209 and Stonehurst Pkwy	1,048	1,080	32	3%	0.99	Yes	-	Yes	-
105	CR 210 EB between CR 2209 and Stonehurst Pkwy	1,048	1,042	-6	1%	0.19	Yes	-	Yes	-
106	CR 210 EB east of Stonehurst Pkwy	973	976	3	0%	0.09	Yes	-	Yes	-
201	CR 210 WB east of Stonehurst Pkwy	1,216	1,208	-8	1%	0.22	Yes	-	Yes	-
202	CR 210 WB between CR 2209 and Stonehurst Pkwy	1,296	1,293	-3	0%	0.10	Yes	-	Yes	-
203	CR 210 WB between CR 2209 and Stonehurst Pkwy	1,060	853	-207	20%	6.70	No	-	No	-
204	CR 210 WB between CR 2209 and Cartwheel Bay Ave	1,609	1,475	-134	8%	3.41	Yes	-	Yes	-
205	CR 210 WB west of Cartwheel Bay Ave	1,788	1,718	-70	4%	1.66	Yes	-	Yes	-
301	CR 2209 NB south of CR 210	816	800	-16	2%	0.55	Yes	-	Yes	-
302	CR 2209 NB south of CR 210	939	912	-27	3%	0.88	Yes	-	Yes	-
303	CR 2209 NB south of CR 210	494	492	-2	0%	0.10	Yes	Yes	-	-
304	CR 2209 NB north of CR 210	1,527	1,498	-29	2%	0.75	Yes	-	Yes	-
305	CR 2209 NB north of CR 210	1,519	1,501	-18	1%	0.45	Yes	-	Yes	-
401	CR 2209 SB north of CR 210	2,108	1,986	-122	6%	2.70	Yes	-	Yes	-
402	CR 2209 SB north of CR 210	1,874	1,665	-209	11%	4.96	Yes	-	Yes	-
403	CR 2209 SB north of CR 210	1,874	1,704	-170	9%	4.03	Yes	-	Yes	-
404	CR 2209 SB north of CR 210	1,874	1,684	-190	10%	4.51	Yes	-	Yes	-
405	CR 2209 SB north of CR 210	1,154	1,065	-89	8%	2.68	Yes	-	Yes	-
406	CR 2209 SB south of CR 210	1,427	1,347	-80	6%	2.16	Yes	-	Yes	-
407	CR 2209 SB south of CR 210	1,427	1,341	-86	6%	2.32	Yes	-	Yes	-
408	CR 2209 SB south of CR 210	1,358	1,344	-14	1%	0.38	Yes	-	Yes	-
152	CR 210 EB to CR 2209 NB	759	749	-10	1%	0.37	Yes	-	Yes	-
153	CR 210 EB to CR 2209 SB	111	109	-2	2%	0.19	Yes	Yes	-	-
253	CR 210 EB to CR 2209 NB	391	393	2	1%	0.12	Yes	Yes	-	-
263	CR 210 EB to CR 2209 SB	275	270	-5	2%	0.33	Yes	Yes	-	-
353	CR 2209 to CR 210 WB	219	213	-6	3%	0.37	Yes	Yes	-	-
363	CR 2209 to CR 210 EB	227	229	2	1%	0.15	Yes	Yes	-	-
455	CR 2209 to CR 210 EB	228	198	-30	13%	2.07	Yes	Yes	-	-
465	CR 2209 to CR 210 WB	721	627	-94	13%	3.63	Yes	-	Yes	-

Table 3-6: Total Volume Summary – PM Peak Period

Total Count Volume	Total Simulated Volume	Volume Difference	Percent Difference
34,185	32,529	-1,656	-4.8%

Table 3-7: GEH Summary – PM Peak Period

GEH	Flow < 700 vph	700 vph < Flow < 2,700 vph
	(±100 vph)	(±15 %)
30	8	22
1	0	1
96.8%	100.0%	95.7%

Table 3-8: Queue Length Calibration

Location	Analysis Period	Field Measured	VISSIM Measured	% Difference	Criteria
Northbound	AM Peak	3,600	3,579	-1%	20%
Southbound	PM Peak	6,300	5,541	-12%	20%

3.3.2 Existing Operating Conditions

Table 3-9 summarizes the intersection operational analysis results for the study signalized intersections under the Existing Year (2025) conditions.

As seen in **Table 3-9**, the primary study intersection, CR 210 at CR 2209 (St. Johns Parkway), is operating at a failed LOS F in both AM and PM peak hours, with the highest average delay estimated at 158.99 seconds per vehicle during the AM peak hour.

Table 3-9: Intersection Operational Performance

Name	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
CR 210 at Cartwheel Bay Avenue	15.47	B	14.69	B
CR 210 at CR 2209 (St. Johns Parkway)	158.99	F	124.87	F
CR 210 at Stonehurst Parkway	6.77	A	7.47	A

The individual movement average queue length and corresponding storage length for the study intersections during AM and PM peak hours are provided in **Table 3-10** for Existing Year (2025) conditions. Queue lengths exceeding storage length are highlighted in yellow. In addition, storage length for through movement is considered as the distance from the upstream signalized intersection.

As summarized in **Table 3-10**, during the AM peak hour, the northbound through and northbound right turn movements at the CR 210 and CR 2209 (St. Johns Parkway) intersection exceeded the available storage length, with average queue lengths of 2,469 feet and 636 feet, respectively. In addition, the maximum queue lengths during the AM peak hour exceeded storage for the eastbound left-turn, northbound through, and northbound right-turn movements, reaching 914 feet, 3,579 feet, and 1,435 feet, respectively.

During the PM peak hour, the southbound through and southbound right-turn movements exceeded the available storage length, with average queue lengths of 3,883 feet and 3,756 feet, respectively. The maximum queue lengths during the PM peak hour also exceeded storage for the eastbound left-turn, southbound through, and southbound right-turn movements, reaching 835 feet, 5,541 feet, and 5,586 feet, respectively. VISSIM models and output results are provided in **Appendix D**.

Table 3-10: Queue Length Summary – CR 210 at CR 2209 Intersection

Time Period	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Average Queue Length												
AM	427	91	2	36	66	28	20	2,469	636	43	55	35
PM	412	96	6	82	109	19	53	102	3	35	3,883	3,756
Storage Length	730	860	210	340	1,600	220	280	2,000+	220	550	2,000+	450
Maximum Queue Length												
AM	914	413	57	138	262	215	114	3,579	1,435	158	243	396
PM	835	407	118	299	430	175	180	411	130	195	5,541	5,586
Storage Length	730	860	210	340	1,600	220	280	2,000+	220	550	2,000+	450

Note: L = Left; T = Through; R = Right

3.4 Historical Crash Analysis

A review of crash data from 2020-2024 (supplemented by available crash data in 2025) was conducted using Signal Four (S4) Analytics to identify high-crash locations and common crash patterns, and other contributing factors potentially influencing crash occurrences within the project limits.

Figure 3-4 summarizes the information on all crashes that occurred in the study area in the study period. Over a five-year period (2020-2024) and supplemented with available data in 2025, a total of 403 crashes occurred within the study limits, averaging 81 crashes per year. During this period, there were two fatal (0.5 percent) crashes. Of the total crashes, 60 crashes (14.9 percent) resulted in injuries, while the remaining 341 crashes (84.6 percent) were categorized as Property Damage Only (PDO). Historical crash data is provided in **Appendix E**.

Of the two fatal crashes, one occurred at the CR 210 and CR 2209 (St. Johns Parkway) intersection, and the other one occurred on CR 2209 (St. Johns Parkway) south of CR 210. The first crash (#24081171) occurred on March 10, 2021, at approximately 11:31 PM, at the intersection of CR 210 and CR 2209 (St. Johns Parkway) involving a motorcycle and an SUV. V1, a motorcycle traveling southbound on CR 2209 (St. Johns Parkway), was struck by V2, an SUV attempting a left turn onto northbound CR 2209 (St. Johns Parkway) from a parking lot. The second crash (#26045704) occurred on February 29, 2024, at approximately 10:05 AM, near the intersection of CR 2209 (St. Johns Parkway) and Johns Creek Parkway. V1, exiting a parking lot at 2843 CR 210, attempted to turn left onto northbound CR 2209 (St. Johns Parkway) and failed to yield to V2, which was traveling southbound in the right lane with the right of way. V2 struck the driver's side of V1, resulting in disabling damage to both vehicles.

Rear-end crashes were the most common, accounting for 38.5 percent of all crashes. These crashes are typically caused by congestion, sudden braking, or inattentive driving. Fixed object crashes accounted for 20.8 percent. Left-turn crashes accounted for 12.2 percent. Sideswipe crashes, making up 10.9 percent, often occurred due to lane-changing maneuvers. Angle crashes, which comprised 6.0 percent of total crashes, were frequently observed at intersections where turning movements are prevalent. Other notable crash types included other crashes (7.4 percent), right-turn crashes (2.2 percent), head-on collisions (0.7 percent), and rollover crashes (0.2 percent).

Crash occurrences varied based on environmental factors. The majority of crashes (77.1 percent) took place during daylight hours, while 22.9 percent occurred under dark conditions. Most of the crashes (80.5 percent) occurred under clear conditions, followed by 10.8 percent under cloudy conditions, and 8.7 percent in rainy weather. 88.9 percent of crashes occurred under dry pavement conditions, followed by 11.1 percent of crashes on wet roads. Crash frequency was highest between 8:00 AM and 8:00 PM, coinciding with peak commuting hours.

There was one pedestrian-related crash (#26251382) within the study limits where V1 was traveling eastbound on CR 210 W approaching Cartwheel Bay when, per witnesses, it ran a red light and struck a pedestrian crossing in the crosswalk. The pedestrian sustained minor injuries and was taken to the hospital by a family member, and V1 sustained a shattered windshield. Furthermore, three bicycle-related crashes were recorded and the details are provided below:

- Crash (#89286182): V1 was preparing to turn right on red from Stonehurst Parkway onto CR 210 when it entered the crosswalk and struck a non-motorist, who was riding a bicycle westbound across the intersection with the pedestrian signal in her favor. The non-motorist was knocked to the ground, sustained abrasions and rib pain, and was evaluated on scene without transport.
- Crash (#26043681): V1 was turning right from CR 2209 (St. Johns Parkway) into the Johns Creek Shopping Plaza when it struck a bicyclist, who was traveling south in the marked shoulder of the roadway. The bicyclist sustained back pain and scrapes to the left knee, declined medical transport, and the driver was found at fault for failure to yield the right of way.

- Crash (#24319039): The bicyclist was traveling westbound on the sidewalk of CR 210 and entered the crosswalk when V1 moved forward and struck the front wheel of the bicycle, causing her to fall. The bicyclist sustained minor lacerations, bruising, and swelling to her ankle, later sought medical evaluation at Baptist South Hospital, and the driver was determined to be at fault.

Figure 3-5 presents the crash hot spots along the corridor.

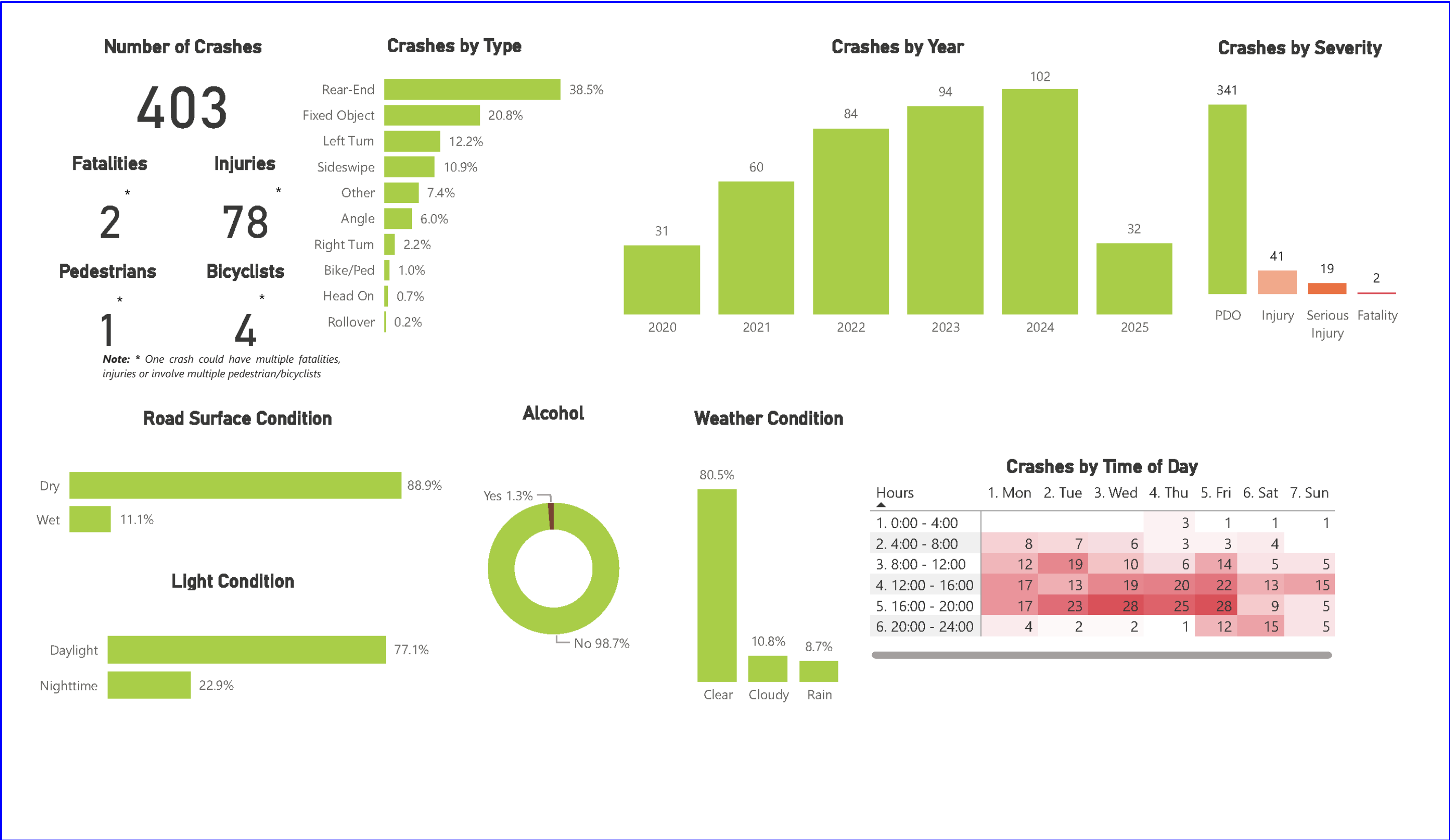


Figure 3-4: Crash Summary for the Entire Study Area

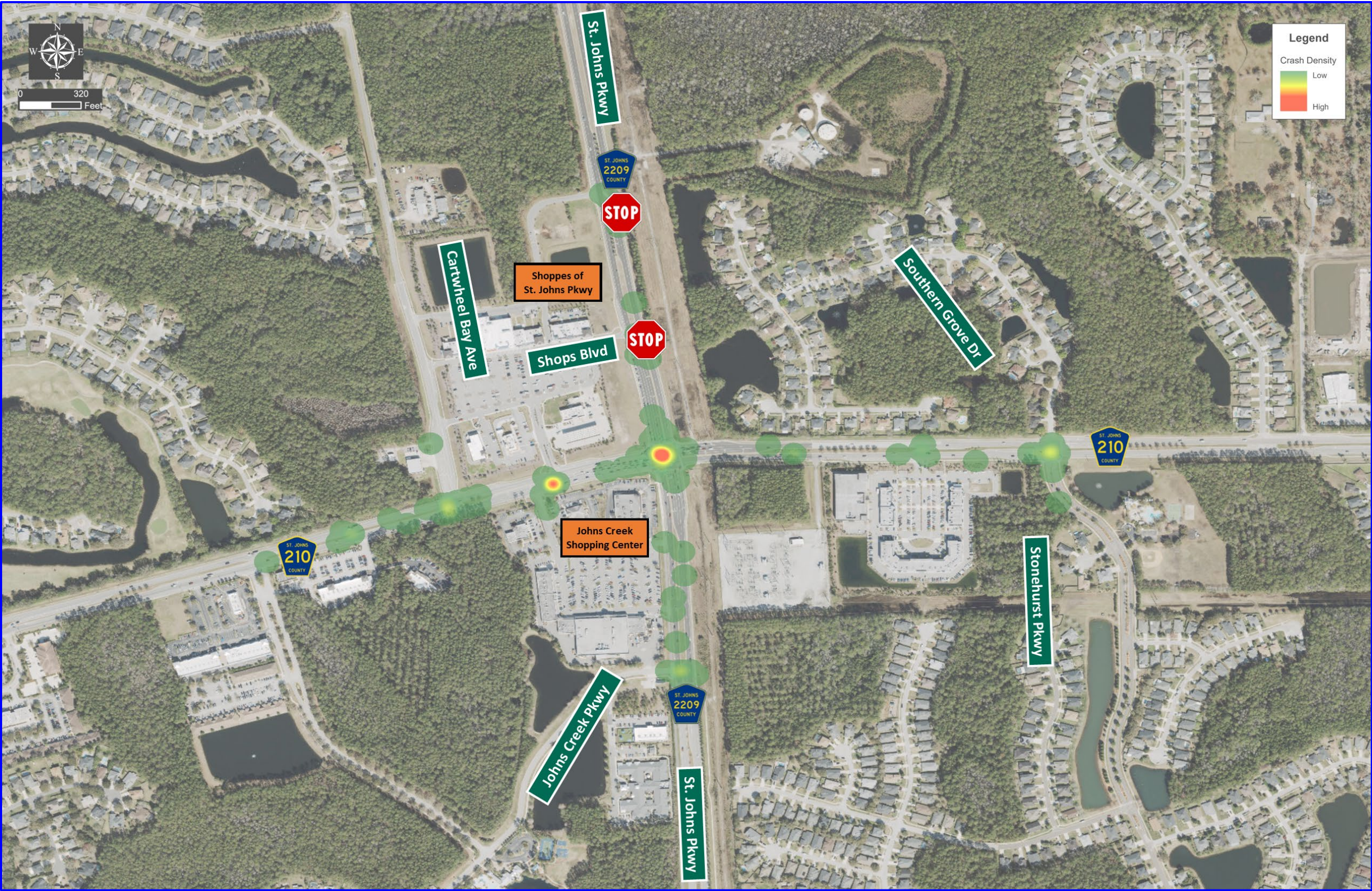


Figure 3-5: Crash Hotspots

3.4.1 Intersection Crash Analysis

A total of 342 crashes occurred at intersections within the study limits, with one fatal crash (0.3 percent) recorded. Within these 342 crashes, 288 crashes (84.2 percent) were categorized as PDO, followed by 35 (10.2 percent) injury crashes, and 18 (5.3 percent) serious injury crashes. The predominant crash types at intersections included rear-end and fixed object collisions. The highest crash frequency was observed at the intersection of CR 210 and CR 2209 (St. Johns Parkway) with 229 crashes, followed by CR 210 at Stonehurst Parkway (46 crashes), CR 210 at Cartwheel Bay Avenue (43 crashes), and CR 2209 (St. Johns Parkway) at Johns Creek Parkway (24 crashes).

Figure 3-6 provides a summary of the intersection crashes. **Table 3-11** presents a summary of the crashes by intersection and a comparison to the statewide average crash rates of similar intersection types.

Table 3-11: Intersection Crash Rates

Intersection Name	No. of Crashes (2020-2024)	Total Entering Vehicles Per Day	MEV ^a	Average Crash Rate ^b	Observed Crash Rate ^{b,c}
CR 210 at CR 2209	229	25,250	46	0.728	4.969
CR 210 at Stonehurst Pkwy	46	14,960	27	0.728	1.685
CR 210 at Cartwheel Bay Ave	43	14,600	27	0.500	1.614
CR 2209 at Johns Creek Pkwy	24	14,617	27	0.500	0.900

Note:

- Million Entering Vehicles (MEV) = Total Entering Vehicles per Day (TEV) × Number of Years of Data (N) × 365 / 1,000,000
- Intersection Crash Rate (R) = Total Number of Intersection Crashes in Study Period / MEV, given in number of crashes per million entering vehicles.
- = High Crash Location, i.e., observed crash rate is greater than the statewide average crash rate.

3.4.2 Roadway Segment Crash Analysis

Crashes occurring along roadway segments accounted for 61 crashes, with one fatal crash (1.6 percent). Of the total crashes, 53 crashes (86.9 percent) were categorized as PDO, followed by 6 (9.9 percent) injury crashes, and one (1.6 percent) serious injury crash. Rear-end crashes accounted for 26.2 percent of the crashes along road segments, followed by fixed object crashes (24.6 percent) and sideswipe crashes (19.7 percent). The primary contributing factors included sudden stops, congestion-related impacts, and lane-changing conflicts.

Figure 3-7 provides a summary of the roadway segment crashes. **Table 3-12** presents a summary of the crashes by roadway segment and a comparison to the statewide average crash rates of similar type of facilities.

Table 3-12: Roadway Segment Crash Rates

Roadway Segment	Analysis Period (Years)	No. of Crashes (2020-2024)	Segment Length (Miles)	AADT ^a	MVM ^b	Average Crash Rate ^c	Observed Crash Rate ^{c,d}
CR 210 from Nature Walk Pkwy and Cartwheel Bay Ave	5	13	0.17	29,500	9.15	3.782	1.420
CR 210 from CR 2209 to Stonehurst Pkwy	5	19	0.10	27,500	5.02	3.782	3.786
CR 2209 from CR 210 to Johns Creek Pkwy	5	6	0.10	27,000	4.93	3.782	1.218
CR 2209 north of CR 210	5	16	0.16	23,000	6.72	3.782	2.382

Note:

- AADT = Annual Average Daily Traffic
- Million Vehicle-Miles (MVM) = Length of the Segment × AADT × 365 × Number of Years of Analysis Period / 1,000,000
- Average/Observed Crash Rate (R) = Total Number of Segment Crashes in Study Period / MVM, given in number of crashes per million vehicle-miles.
- 3.786 = High Crash Location, i.e., observed crash rate is greater than the statewide average crash rate.

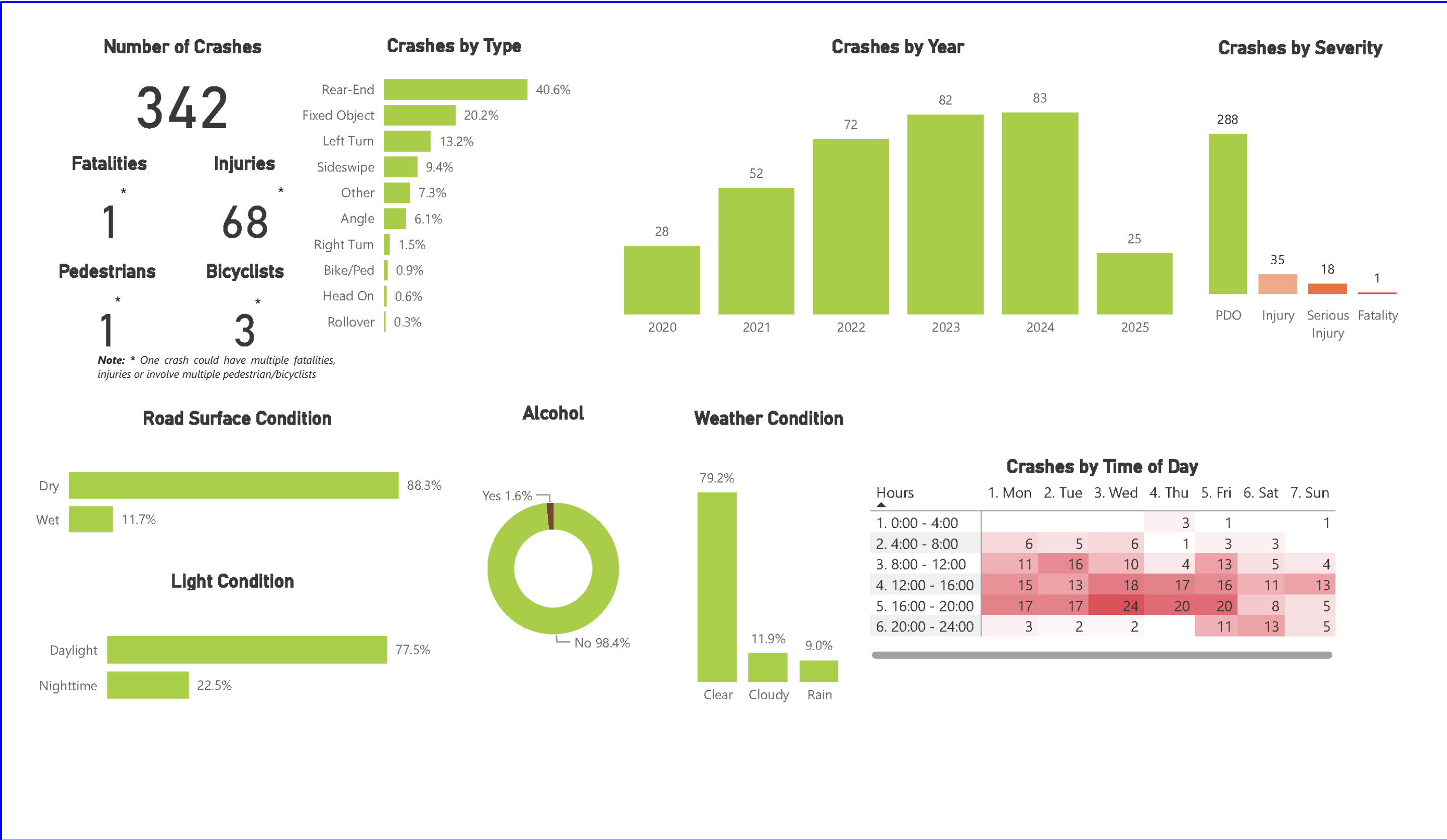


Figure 3-6: Intersection Crashes Summary

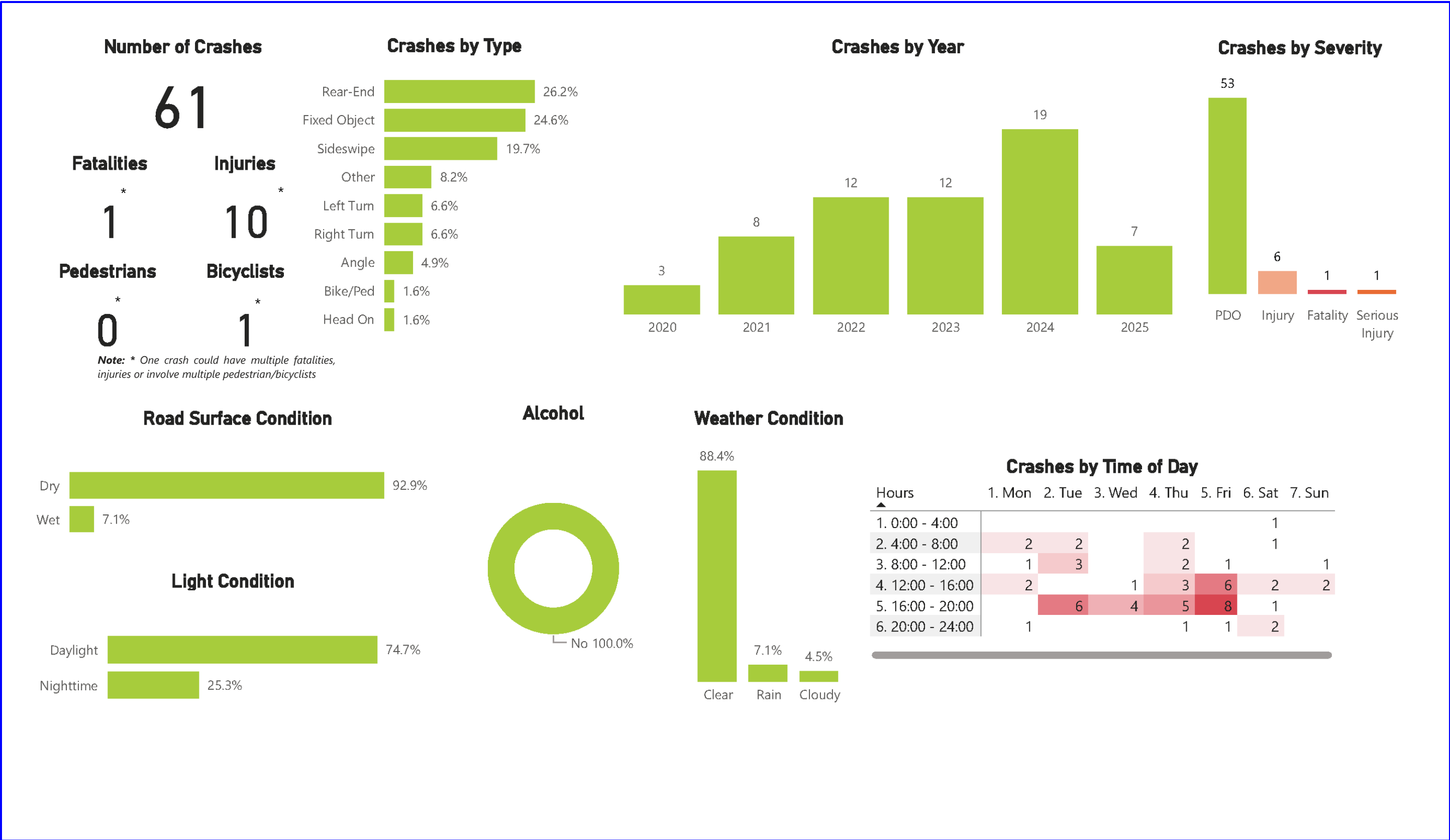


Figure 3-7: Segment Crashes Summary

4.0 DEVELOPMENT OF FUTURE TRAFFIC FORECAST

4.1 Travel Demand Forecasting

The FDOT District 2 approved NERPM 2020 was used to develop future traffic projections within the study limits. The Base Year (2020) and the Horizon Year (2050) model volumes available from NERPM were used to estimate growth rates used to develop future traffic for this study. The NERPM is based on FSUTMS and is recognized by FDOT District 2 and Central Office as an acceptable travel demand forecasting tool to develop Design Traffic.

In addition to the NERPM model outputs, the development of future daily and peak hour traffic volumes utilized historical growth rates from the FDOT FTO database, population estimates for St. Johns County provided by the Bureau of Economic and Business Research (BEBR), and existing characteristics at the study intersection.

4.2 Development of Future Traffic

The following section discusses how design hourly future volumes were determined for the future years 2030 and 2050.

4.2.1 Model Background and Validation

The NERPM has a Base Year of 2020 and a Horizon Year of 2050 models. The Base Year (2020) model was validated for the northeast Florida region. In order to evaluate the sub-area and to validate travel conditions for this region, the Base Year (2020) model was reviewed for Socio-Economic data (ZDATA) and was reviewed to be consistent with the existing and future conditions. This model was used as the basis for the evaluation of the sub-area for this study. The roadway network in this model was reviewed with existing conditions, and the link characteristics were updated where necessary to reflect current roadway conditions. The updated Base Year (2020) NERPM model was used for validation. The model validation followed the guidance provided in the FDOT Project Traffic Forecasting Handbook (PTFH) 2024.

4.2.1.1 *VISUM Model Scenarios*

Corridor growth inputs were derived using the regional NERPM travel demand models for the Base Year (2020) and Horizon Year (2050). To reflect the planned implementation of the SR 23/First Coast Expressway (FCE) segment from SR 21/Blanding Boulevard to I-95, two Horizon Year (2050) model scenarios were evaluated:

- Build A: No FCE connection to I-95, and
- Build B: FCE connection to I-95.

Including and excluding SR 23/FCE connection to I-95 travel pattern changes within the study area. These two definitive scenario runs were used to establish corresponding sets of growth rates for project analysis years, applying the Build A growth rates for the Opening Year (2030) before the FCE connection to I-95 is open to traffic and the Build B growth rates for the Design Year (2050), when the SR 23/FCE is assumed to be fully open and functioning.

4.2.1.2 *Socio-Economic Data Updates*

After reviewing St. Johns County's planned development projects and property appraiser data, no socio-economic updates were made to the models.

4.2.1.3 *Roadway Network Updates*

The roadway network within the AOI was reviewed for the Base Year (2020) and Horizon Year (2050) NERPM models. The Base Year (2020) NERPM roadway network matched current roadway conditions, and no changes were required to the roadway network. Adjustments made to the Horizon Year (2050)

network are shown in **Table 4-1**. Model network layouts for the 2020 and 2050 models are provided in **Appendix F** and **Appendix G**, respectively.

Table 4-1: Summary of Roadway Network Updates for Horizon Year (2050) NERPM Model

Roadway	From	To	2050 Horizon Year	
			Before Updates	After Updates
Build A				
SR 23/FCE	SR 21/ Blanding Blvd	I-95	2 2	NA
Build B				
SR 23/FCE	SR 21/ Blanding Blvd	I-95	2 2	2 2

4.2.2 Methodology Overview

The methodology used for travel demand forecasting and development of design hour traffic volumes is consistent with the 2024 PTFH and is described below as a four-step process.

Step 1: Traffic counts from 2024 were compiled and balanced along roadways and intersections within the study area. These numbers were also checked for reasonableness by using 2024 counts from FTO and supplemental field-collected data. Historical growth rates were then applied to the 2024 counts to establish the Existing Year (2025) peak hour volumes.

Step 2: The NERPM model was validated for the Base Year (2020) conditions. The traffic forecasting methodology used for this project was based on the “Factoring Procedure-Difference Method” per the National Cooperative Highway Research Program (NCHRP) report 765, (NCHRP) report 255 and with the utilization of the balanced AADT and NERPM volumes.

The Peak Season Weekday Average Daily Traffic (PSWADT) obtained from the Base Year (2020) NERPM was converted to AADT by applying the MOCF. The adjusted model outputs were compared against 2020 AADT volumes. The root mean square error (RMSE) for each volume group developed is shown in **Table 4-2** and was used to verify if the volumes are within the acceptable standards published in the 2024 PTFH.

Table 4-2: Model Accuracy Assessment Percent RMSE

Volume Group (AADT)	No of Links	Count AADT	Model AADT	Volume/ Count	Model % RMSE	Standards	
						Acceptable	Preferable
1 - 5,000	1	4,800	4,100	0.85	15%	100%	45%
5,000 - 10,000	6	40,600	43,300	1.07	57%	45%	35%
10,000 - 15,000	2	20,600	26,500	1.29	37%	35%	27%
15,000 - 20,000	3	76,500	73,000	0.95	20%	30%	25%
20,000 - 30,000	4	94,500	93,000	0.98	23%	27%	15%
All	16	237,000	227,900	0.96	41%	45%	35%

After validation of the Base Year (2020) NERPM model a NERPM model developed AADTs were prepared.

Future traffic forecasts (Opening Year (2030) and Design Year (2050) AADTs) were then developed using a combination of the year 2020 and 2050 NERPM model runs, historical growth rates, and BEBR population estimates for the study area.

The Year 2020 AADTs from NERPM models were compared to the Year 2020 counts. The difference (delta) between these two was calculated. Using the 2024 PTFH Section 4.7.4 “Adjusting Future Year Model Volumes Due to Base Year Model Volume Deviations” which outlines ratio, difference, and average

equations, the Opening Year (2030) model AADTs and model-established growth rates were developed with the updated 2020 and 2050 model volumes.

Two sets of model growth rates were developed to account for the impact of the new connection of FCE to I-95.

- The first set of growth rates were developed by assuming the FCE connection to I-95 is not there. These were used to estimate the Opening Year (2030) AADTs from the 2020 AADTs.
- Another set of 2030 AADTs was developed by assuming the FCE connection to I-95 is open to traffic by applying adjustments to the Opening Year (2030) AADTs.
- A second set of growth rate was then estimated by using the updated 2030 AADTs and the 2050 AADTs. This set of growth rate captures the travel pattern changes after FCE is fully built and open to traffic.

Step 3: The FDOT PTFH Chapter 6 methods and turns observed in the model were used to develop the Opening Year (2030) and Design Year (2050) DDHVs. The DDHVs were balanced and adjusted so that the intersection turns balance. The volumes were balanced where appropriate along the arterials and mainline. The traffic projections were also checked for reasonableness.

4.2.2.1 Historic Traffic Growth

Historic growth rates were evaluated using the FDOT TRENDS spreadsheets and the FTO counts. The historical AADTs for the study area segments were obtained from FTO for the past 19 years (2005 through 2024) to establish the growth trends for the region. Linear, exponential, and decaying exponential growth trends were reviewed from the TRENDS Spreadsheets for the study area. The exponential growth rate was used as higher R-squared values were obtained for this trend. Observed historical growth trends generally aligned with NERPM projections, with no anomalies at most count stations. As a result, the historical growth rate of one station was considered in obtaining the average growth rate for the study area. The area experienced a 1.38 percent growth historically. A detailed trend analysis showing the historical growth rate for individual locations in the study area is provided in **Appendix H**.

4.2.2.2 Population Projections

The BEBR at the University of Florida has produced low, medium, and high population projections from 2025 to 2050, in five-year increments. The population and annual growth rates for St. Johns County, as reported in the most recent BEBR publication, were considered in determining the average growth rate for the study area. A growth rate of 1.83 percent was observed using BEBR data. A detailed summary of these projections is provided in **Appendix I**.

4.2.2.3 Recommended Growth Rates

Growth rates from the NERPM model were compared to FTO count station data, historical trends, and BEBR estimated population projections to ensure that projected volumes aligned with real world conditions and were consistent with regional expectations. Individual growth rates were developed for the study area corridors. These growth rates were used to develop traffic projections for the Opening Year (2030) and Design Year (2050).

The recommended growth rates for the study area vary by corridor and analysis year. Between 2020 and the Opening Year (2030), the recommended growth rate is 1.7 percent for CR 210 and CR 2209 (St. Johns Parkway). Additionally, between the Opening Year (2030) and the Design Year (2050), the recommended growth rates are 1.4 percent for CR 210 and 2.4 percent for CR 2209 (St. Johns Parkway). The growth rate analyses and AADTs were summarized in **Table 4-3**. The Opening Year (2030) and Design Year (2050) AADTs are presented in **Figure 4-1**.

4.2.2.1 Development of Directional Design Hour Volumes

The Directional Design Hour Volumes (DDHV)s were calculated by applying the appropriate K and D factors to the final established AADTs. The resulting peak hour volumes were balanced at the study and its adjacent intersections, and the final future year volumes were reviewed for reasonableness. The Build Alternative rerouted these DDHV)s to reflect the changes to the traffic movements at the intersection of CR 210 and CR 2209 (St. Johns Parkway). **Figures 4-2** and **4-3** show the Opening Year (2030) and Design Year (2050) DDHV)s for the No-Build Alternative, respectively. **Figures 4-4** and **4-5** show the Opening Year (2030) and Design Year (2050) DDHV)s for the Build Alternative, respectively.

Table 4-3: Study Area AADT and Growth Rate Evaluation Summary

No.	Roadway	Location	2019 AADT Report	2020 Estimated AADT	2024 FTO	VISUM NERPM										Growth Rate										Final Future Year AADT	
						No FCE Connection to I-95										With FCE Connection to I-95		Historical	BEBR	No FCE Connection to I-95					With FCE Connection to I-95		
						2020 Model Volume	2030 Estimated Model Volume	2050 Model Volume	2020 Model to Count		2030 Smoothed Difference AADT (NCHRP 255)	2030 Factored AADT (NCHRP 765)	2030 Average AADT (NCHRP 765)	Final Year 2030 AADTs	2050 Model Volume	Direct	Smoothed Difference			Smoothed Ratio	Average of Model Growth Rate	Accepted Growth Rate	2050 Smoothed Difference	2030	2050		
									Differen ce	Percent Difference																	
1	CR 210	Greenbriar Rd to Stillwater Blvd	31,900	32,000	-	25,000	30,500	45,000	7,000	22%	37,500	39,000	38,500	38,000	41,000	1.38%	1.83%	2.01%	1.7%	2.2%	2.0%	1.7%	1.3%	38,000	57,000		
		Stillwater Blvd to CR 2209	31,500	32,000	-	25,000	30,500	45,000	7,000	22%	37,500	39,000	38,500	38,000	41,000	1.38%	1.83%	2.01%	1.7%	2.2%	2.0%	1.7%	1.3%	38,000	57,000		
		CR 2209 to Stonehurst Pkwy	23,900	24,000	-	20,000	24,500	36,000	4,000	17%	28,500	29,500	29,000	28,500	33,000	1.38%	1.83%	2.05%	1.9%	2.3%	2.1%	1.8%	1.5%	28,500	43,000		
2	CR 2209	North of Exit 9B	-	22,000	-	18,500	25,000	46,000	3,500	16%	28,500	29,500	29,000	30,000	43,000	0.00%	1.83%	3.06%	3.0%	3.4%	3.1%	3.1%	2.8%	30,000	61,500		
		Exit 9B to CR 210	23,000	22,000	23,000	25,000	31,500	50,000	-3,000	-14%	28,500	27,500	28,000	28,500	48,000	0.00%	1.83%	2.34%	3.0%	2.5%	2.6%	2.6%	2.9%	28,500	58,500		
		South of CR 210	11,000	-	26,500	-	30,500	48,000	NA	NA	30,500	30,500	30,500	30,500	40,500	N/A	1.83%	2.37%	2.3%	2.3%	2.3%	2.4%	1.6%	30,500	62,500		

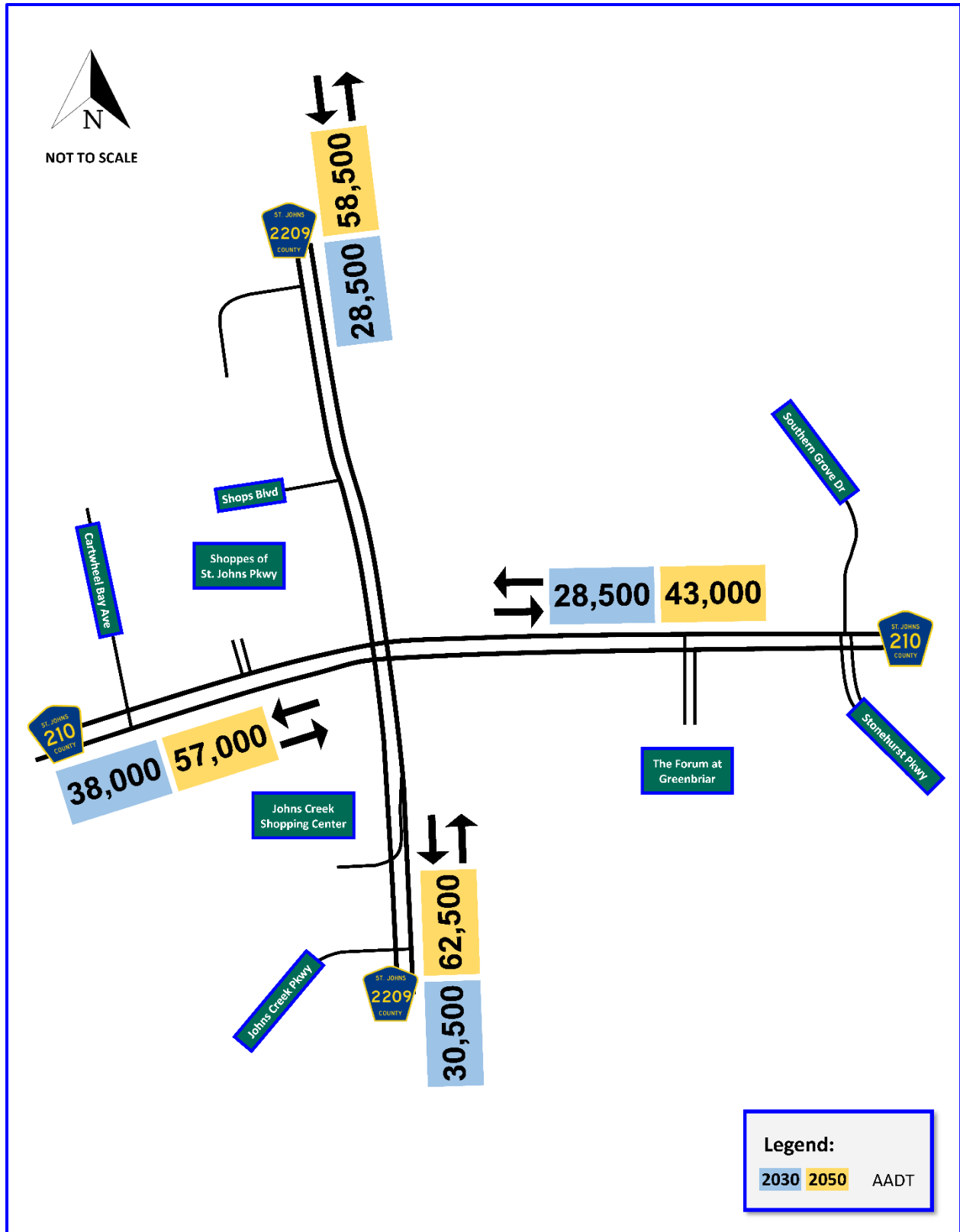
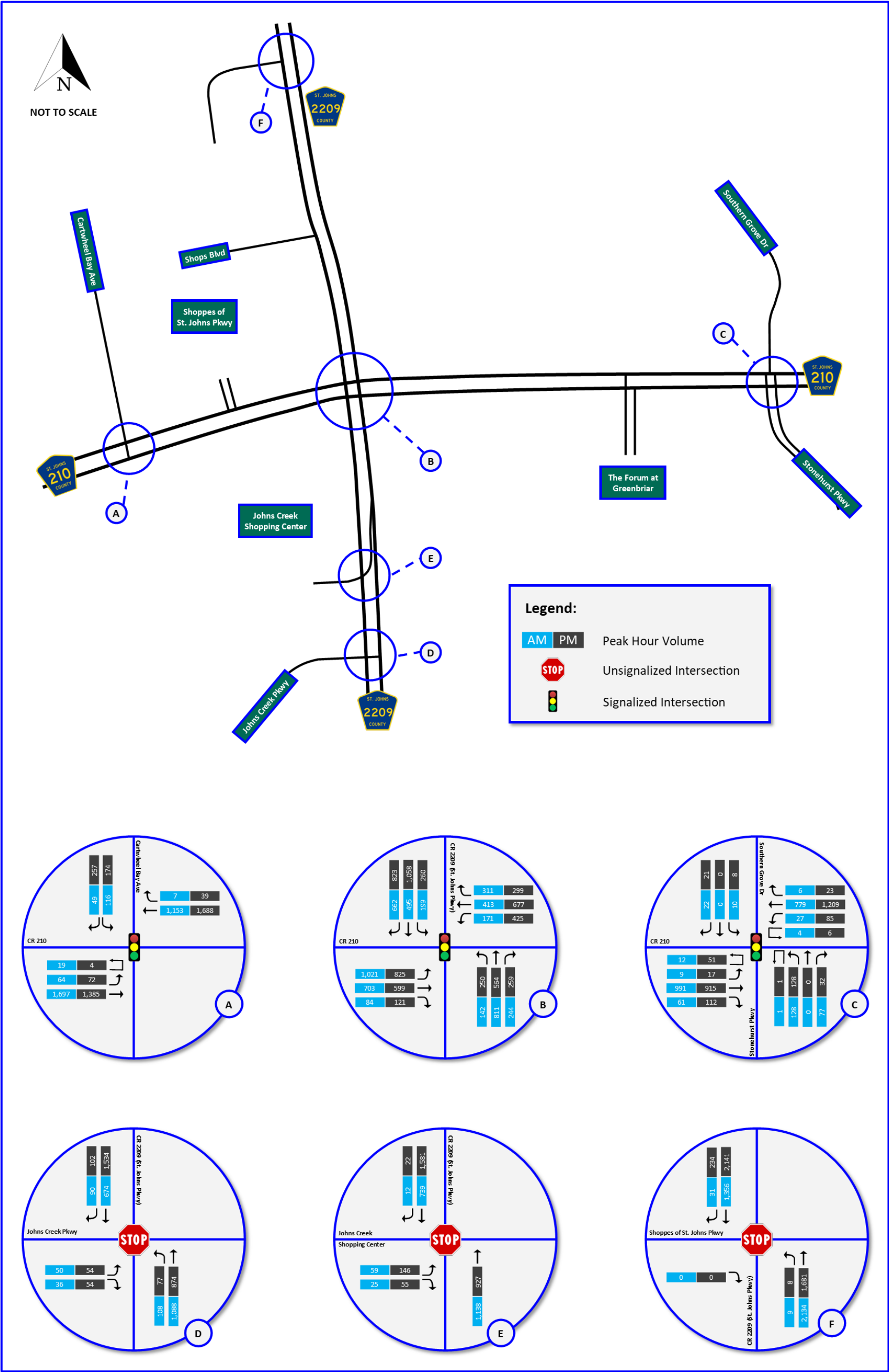
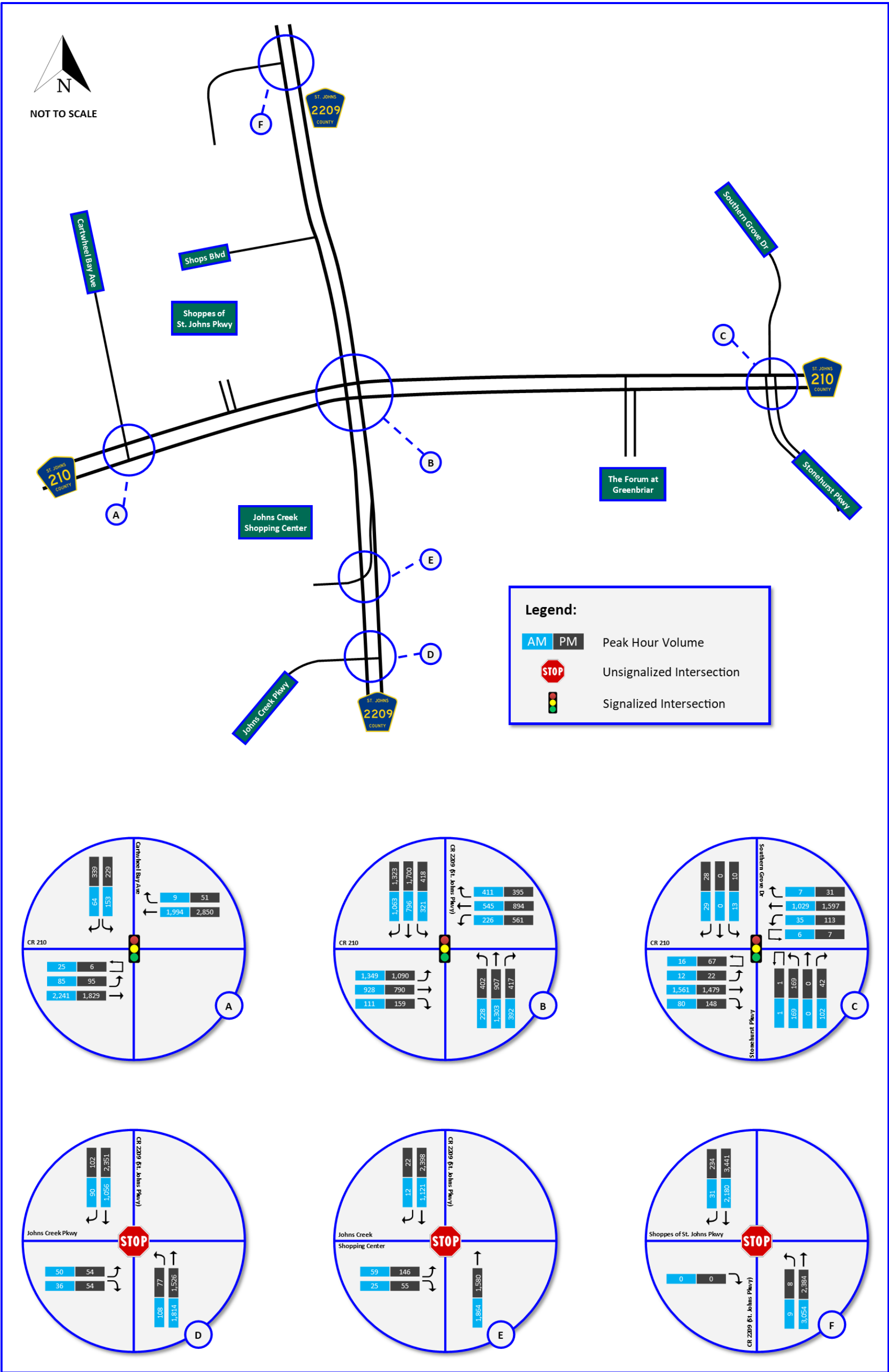
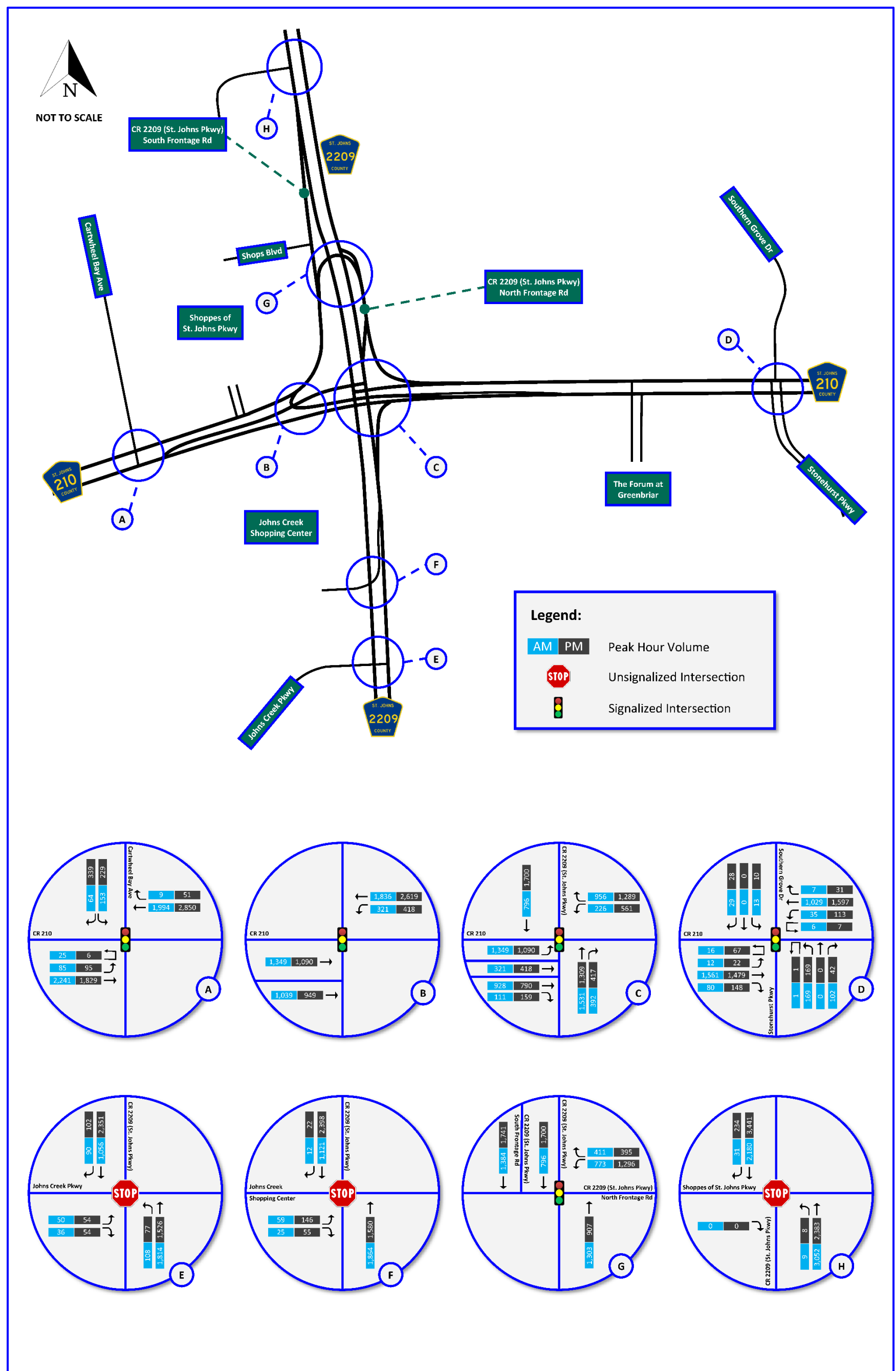


Figure 4-1: No-Build and Build Alternative – 2030 and 2050 AADT







5.0 ALTERNATIVE ANALYSIS

This PTAR analyzed two alternatives: the No-Build Alternative and the Build Alternative.

5.1 No-Build Alternative

The No-Build Alternative is using existing roadway geometry. The intersection geometry and lane configuration details for the No-Build Alternative are illustrated in **Figure 5-1**.

5.2 Build Alternative

The Build Alternative for CR 210 at CR 2209 (St. Johns Parkway) proposes the redirection of the following traffic movements at this intersection:

- Southbound Left Turn Movement
 - This movement will be rerouted to the St. Johns Parkway South Frontage Road slip lane along CR 2209 (St. Johns Parkway). Vehicles will turn left at the slip lane, located just west of the main intersection, and then proceed through the main intersection to continue traveling east.
- Northbound Left Turn Movement
 - This movement will be rerouted north through the intersection of CR 210 and CR 2209 (St. Johns Parkway) and directed to keep right through the slip lane to the St. Johns Parkway North Frontage Road. From there, the traffic will then make a left turn into the St. Johns Parkway South Frontage Road at the signalized intersection of CR 2209 (St. Johns Parkway) and St. Johns Parkway Frontage Road to proceed west onto CR 210.
- Westbound Through Movement
 - This movement will be redirected north onto the St. Johns Parkway North Frontage Road to make the left turn movement at the signalized intersection of CR 2209 (St. Johns Parkway) and St. Johns Parkway Frontage Road to travel west onto CR 210.

Additional improvements in the influence area of the intersection of CR 210 and CR 2209 (St. Johns Parkway) are described below:

- Widening of CR 2209 (St. Johns Parkway) to accommodate redirected traffic movements.

The intersection geometry and lane configuration details for the Build Alternative are illustrated in **Figure 5-2**, and the concept is provided in **Figure 5-3**.

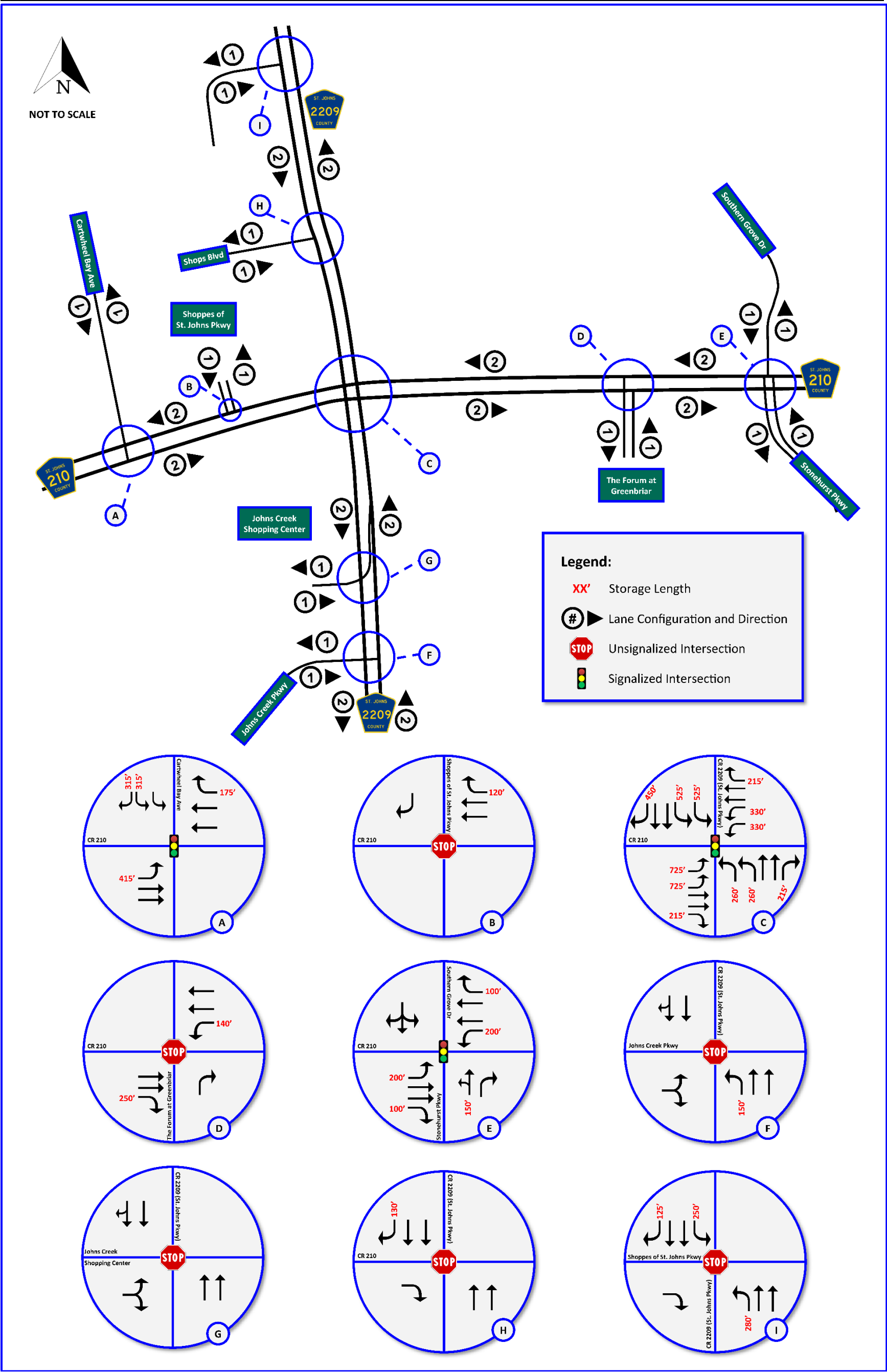


Figure 5-1: No-Build Alternative Intersection Geometry and Lane Configuration

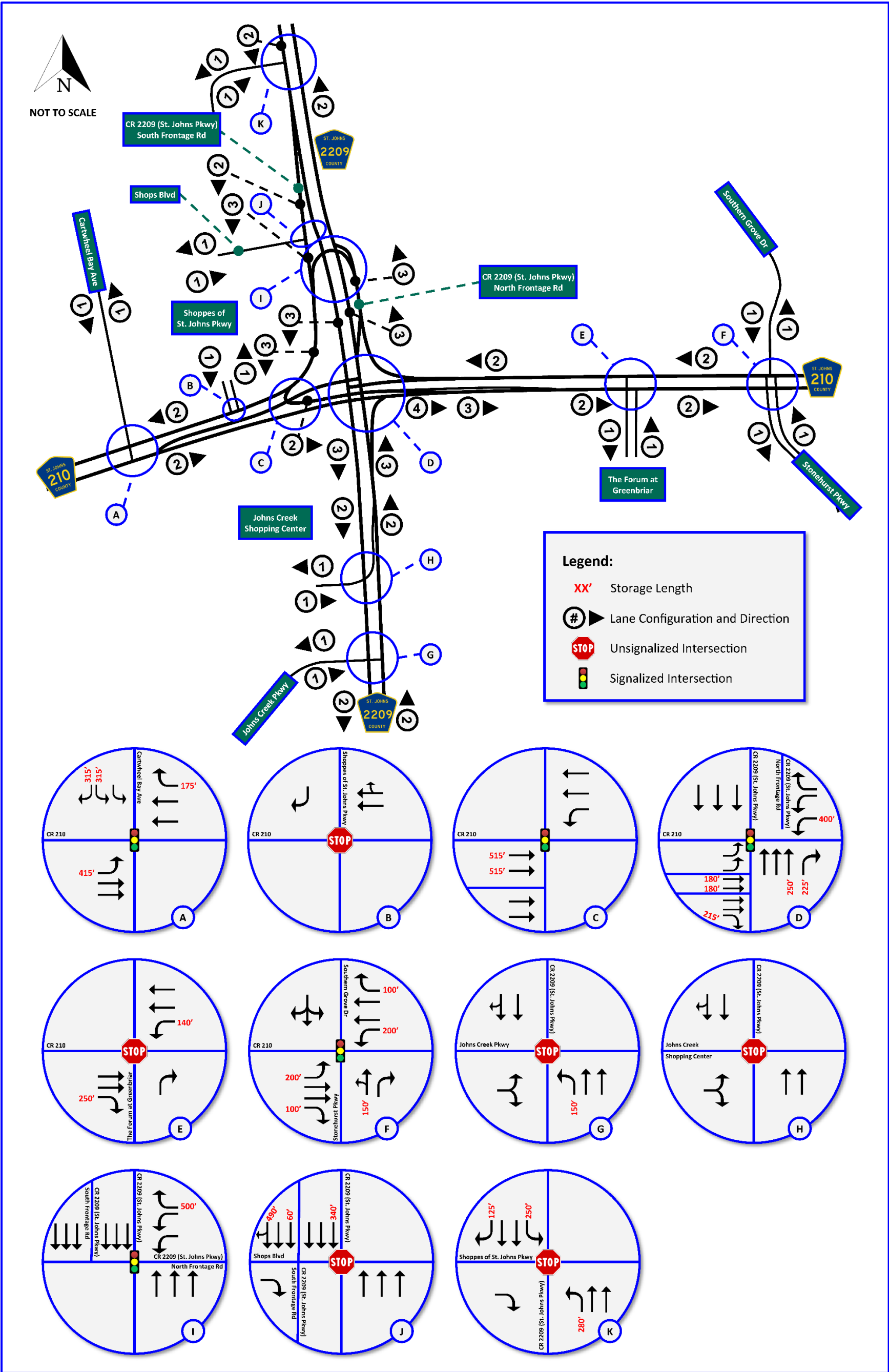


Figure 5-2: Build Alternative Intersection Geometry and Lane Configuration

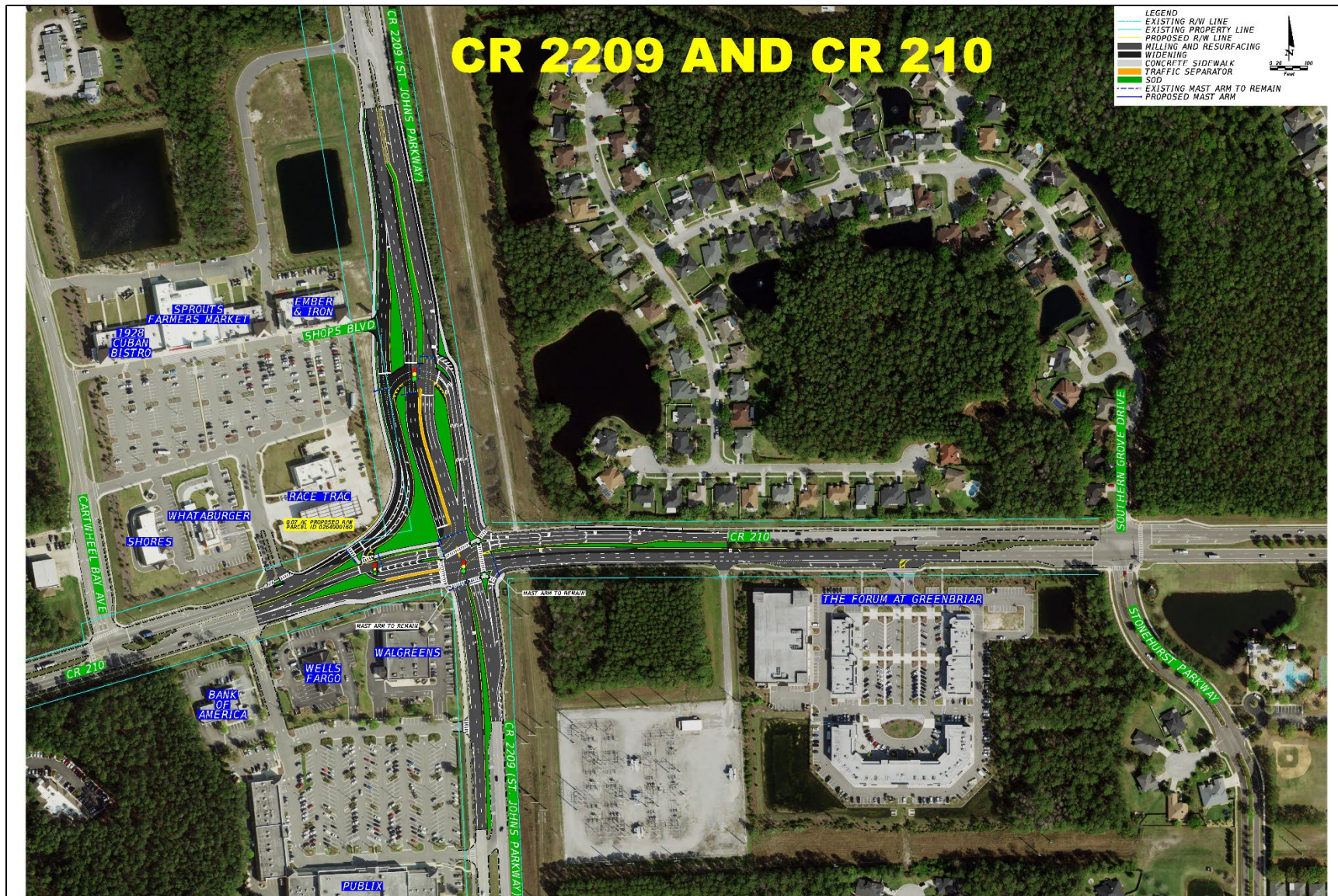


Figure 5-3: Build Alternative Concept

5.3 Operational Analysis of Alternatives

VISSIM models were used to analyze three-hour AM and PM peak periods. Fifteen-minute flow rates were used to develop the three-hour AM and PM peak period VISSIM models. The simulation model parameters are based on those used for the Existing Year (2025) calibrated models. The simulation time consisted of a 15-minute seed time to load traffic into the network, followed by a three-hour peak period consisting of a preceding shoulder hour (Hour 1), the peak hour (Hour 2), and one subsequent off-peak hour (Hour 3). The purpose of the off-peak hour was to allow for the congestion built during the peak hours to subside during the simulation period.

The following MOEs were used to evaluate the network's operational performance:

- Intersection Performance – Node Evaluation
 - Delay and LOS
 - Average queue length
- Network-wide Performance
 - Average speed
 - Average delay
 - Latent delay
 - Latent demand
 - Total travel time

5.3.1 Intersection Operational Performance

VISSIM node evaluation was performed to determine if there are any deficiencies in the study intersections for future years. Existing signal timings and offsets were used for the No-Build Alternative, while optimized signal timings and offsets using Synchro Version 12 were used for the Build Alternatives, for the Opening Year (2030) and Design Year (2050).

5.3.1.1 Intersection Delay and LOS

Table 5-1 summarizes the intersection operational analysis results for the study signalized intersections under the Opening Year (2030) and Design Year (2050) conditions.

Under the No-Build Alternative, CR 210 at Cartwheel Bay Avenue and CR 210 at CR 2209 (St. Johns Parkway) are projected to experience unacceptable operations, with LOS E and LOS F at Cartwheel Bay Avenue and LOS F at CR 210 at CR 2209 (St. Johns Parkway) during AM and PM peak periods. By the Design Year (2050), both intersections are projected to operate at LOS F during the PM peak hour, and CR 210 at CR 2209 (St. Johns Parkway) is projected to experience the highest delay, at 276.96 seconds per vehicle. In contrast, under the Build Alternative, all study intersections are projected to operate at acceptable conditions, with LOS D or better in the Opening Year (2030) the Design Year (2050).

Table 5-1: Intersection Operational Performance

Name	No-Build		Build		No-Build		Build	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	AM Peak Hour				PM Peak Hour			
Opening Year (2030)								
CR 210 at Cartwheel Bay Avenue	66.45	E	9.53	A	86.83	F	11.34	B
CR 210 at CR 2209	189.68	F	16.18	B	162.76	F	19.30	B
CR 210 at Stonehurst Pkwy	6.80	A	9.36	A	7.65	A	9.63	A
Design Year (2050)								
CR 210 at Cartwheel Bay Avenue	124.82	F	14.05	B	174.95	F	40.87	D
CR 210 at CR 2209	188.37	F	28.18	C	276.96	F	47.57	D
CR 210 at Stonehurst Pkwy	7.60	A	13.69	B	29.87	C	24.27	C

5.3.1.2 Intersection Queue Analysis

The individual movement average queue length and corresponding storage length for the study intersections for No-Build and Build Alternatives during AM and PM peak hours are provided in **Table 5.2** for Opening Year (2030) and Design Year (2050). Queue lengths exceeding storage length are highlighted in yellow. In addition, storage length for through movement is considered as the distance from the upstream signalized intersection.

Under the No-Build Alternative, the projected queues at the intersection of CR 210 and CR 2209 (St. Johns Parkway) are expected to adversely affect operations at adjacent intersections due to queue spillback and resulting interference with upstream traffic movements. In particular, the southbound queues on CR 2209 (St. Johns Parkway) are projected to extend northward to SR 9B, indicating substantial corridor-level operational impacts beyond the study intersection.

In the Opening Year (2030) No-Build Alternative, the queue analysis results indicated that four movements resulted in queue length exceeding storage length at CR 210 at CR 2209 (St. Johns Parkway), which are listed below:

- Northbound through movement during AM peak hour,
- Northbound right-turn movement during AM and PM peak hours,
- Southbound through movement during PM peak hour, and
- Southbound right-turn movement during PM peak hour.

In the Opening Year (2030), no movement under the Build Alternative is projected to exceed the available queue storage length.

In the Design Year (2050) No-Build Alternative, the queue analysis results indicated that seven movements resulted in queue length exceeding storage length at CR 210 at CR 2209 (St. Johns Parkway), which are listed below:

- Westbound left-turn movement during PM peak hour,
- Westbound right-turn movement during PM peak hour,
- Northbound left-turn movement during PM peak hour,
- Northbound through movement during AM and PM peak hours,
- Northbound right-turn movement during AM and PM peak hours,
- Southbound through movement during PM peak hour, and
- Southbound right-turn movement during AM and PM peak hours.

Only two movements resulted in queue length exceeding the storage length with the Build Alternative.

- Westbound left-turn movement during PM peak hour, and
- Southbound right-turn movement during PM peak hour.

Table 5-2: Queue Length Summary (feet)

Intersection	Time Period	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
No-Build Alternative Opening Year (2030)													
CR 210 at CR 2209	AM	613	101	3	38	75	31	21	4,949	2,791	46	69	48
	PM	685	125	9	89	124	27	55	633	394	32	5,674	5,720
	Storage Length	730	860	210	340	1,600	220	280	2,000+	220	550	2,000+	450
Build Alternative Opening Year (2030)													
CR 210 at CR 2209	AM	22	68	2	29	99	0	99	72	14	19	43	24
	PM	22	95	6	71	116	4	116	48	12	16	49	44
	Storage Length	730	860	220	400	470	1,600	350	2,000+	220	480	370	400
No-Build Alternative Design Year (2050)													
CR 210 at CR 2209	AM	679	97	5	50	112	55	19	9,144	3,665	69	529	555
	PM	693	117	8	470	1,136	727	1,854	9,064	9,066	32	6,147	6,193
	Storage Length	730	860	210	340	1,600	220	280	2,000+	220	550	2,000+	450
Build Alternative Design Year (2050)													
CR 210 at CR 2209	AM	66	91	4	33	124	477	124	197	65	28	78	57
	PM	72	168	35	786	194	1,086	194	103	37	18	95	912
	Storage Length	730	860	220	400	470	1,600	350	2,000+	220	480	370	400

Note: L = Left; T = Through; R = Right

5.3.2 Networkwide Performance

The network-wide performance results for the No-Build and Build Alternatives during the Opening Year (2030) and Design Year (2050) AM and PM peak periods are summarized in **Table 5-3**. Comparison of the alternatives shows that the Build Alternative exhibited significantly better performance than the No-Build Alternative in terms of average speed, average delay, latent delay, latent demand, and travel time.

5.3.2.1 *Opening Year (2030)*

In the AM peak hour, the average speed increased by 190 percent, the average delay decreased by 86 percent, the latent delay decreased by 100 percent, the latent demand decreased by 100 percent, and total travel time decreased by 65 percent with the Build Alternative when compared to the No-Build Alternative.

In the PM peak hour, the average speed increased by 57 percent, the average delay decreased by 67 percent, the latent delay decreased by 99 percent, the latent demand decreased by 100 percent, and total travel time decreased by 35 percent with the Build Alternative when compared to the No-Build Alternative.

5.3.2.2 *Design Year (2050)*

In the AM peak hour, the average speed increased by 497 percent, the average delay decreased by 82 percent, the latent delay decreased by 100 percent, the latent demand decreased by 100 percent, and total travel time decreased by 84 percent with the Build Alternative when compared to the No-Build Alternative.

In the PM peak hour, the average speed increased by 338 percent, the average delay decreased by 72 percent, the latent delay decreased by 94 percent, the latent demand decreased by 93 percent, and total travel time decreased by 79 percent with the Build Alternative when compared to the No-Build Alternative.

Table 5-3: Network-Wide Performance

MOE	Hour 1		Hour 2		Hour 3	
	No-Build	Build	No-Build	Build	No-Build	Build
2030 AM Peak						
Average Speed (mph)	22.80	34.00	11.60	33.64	7.46	34.15
Average Delay (sec)	136.80	43.10	333.04	45.59	497.68	42.39
Latent Delay (hr)	6.51	0.08	140.49	0.12	360.68	0.08
Latent Demand (veh)	36	0	272	0	411	0
Total Travel Time (hr)	509.10	350.00	1,107.20	392.00	1,615.70	334.70
2030 PM Peak						
Average Speed (mph)	28.80	33.30	20.90	32.70	17.00	33.50
Average Delay (sec)	78.80	46.40	154.10	50.10	180.70	45.00
Latent Delay (hr)	0.30	0.10	28.80	0.20	123.80	0.10
Latent Demand (veh)	2	0	98	0	77	0
Total Travel Time (hr)	492.20	430.30	746.20	483.30	827.30	410.60
2050 AM Peak						
Average Speed (mph)	8.60	32.30	4.79	28.61	3.53	30.54
Average Delay (sec)	419.50	56.20	464.98	85.05	484.16	68.56
Latent Delay (hr)	443.38	0.27	2,347.21	0.39	4,250.47	0.24
Latent Demand (veh)	1,265	0	3,410	0	4,943	0
Total Travel Time (hr)	1,901.60	545.30	4,347.40	676.70	6,486.90	554.90
2050 PM Peak						
Average Speed (mph)	9.00	28.70	4.40	19.20	3.30	17.50
Average Delay (sec)	373.80	80.30	529.70	146.60	549.50	135.00
Latent Delay (hr)	585.20	6.40	3,022.70	181.50	5,626.00	314.80
Latent Demand (veh)	1,564	34	4,478	332	6,522	175
Total Travel Time (hr)	2,187.10	729.50	5,712.30	1,203.00	8,718.80	1,214.70

5.4 Safety Benefits of the Build Alternative

Crash data for the area of influence for the five years (2020 to 2024), supplemented with available data in 2025 was obtained from Signal 4 Analytics. The crash data was used to identify high-crash locations, crash patterns, and other contributing factors potentially influencing crash occurrences within the project limits. These findings, in conjunction with the proposed improvements, were utilized to determine the safety benefits of the Build Alternative.

The crash data was divided into crashes by roadway segments. Appropriate Crash Reduction Factors (CRFs) were then selected depending on the crash locations and safety countermeasures applicable for that location. These CRFs were then multiplied by the potentially impacted crashes to obtain the number of correctable crashes. A maximum of two CRFs was applied to each potentially impacted crash. Crash Modification Factors (CMFs) are provided in **Appendix J**, and the safety countermeasures that were utilized in the analysis and their corresponding CRFs are listed below:

- Install restricted crossing U-turn intersections – Clearing House CMF ID: 10673
- Convert intersection to median U-turn (MUT) intersection – Clearing House CMF ID: 10851

Restricting the westbound through movement at CR 210 and CR 2209 (St. Johns Parkway) to make a right turn at this intersection and then a U-turn at the north intersection to continue westbound could potentially reduce the overall crashes at this intersection by approximately 27 percent.

Re-routing the northbound left turn at CR 210 and CR 2209 (St. Johns Parkway) to continue northbound and make a U-turn at the north intersection to continue westbound could potentially reduce the overall crashes at this intersection by approximately 37 percent.

6.0 SUMMARY

This PTAR documents the existing traffic conditions, the methodology used to develop future traffic forecasts, and the operational and safety evaluation of the study intersections under both the No-Build and Build Alternatives. The analysis compares system performance under future conditions and evaluates the operational, engineering, and safety benefits associated with the proposed improvements.

Overall, the Build Alternative demonstrates substantial operational improvements compared to the No-Build Alternative in both the Opening Year (2030) and Design Year (2050). With the proposed improvements in place, CR 210 at CR 2209 (St. Johns Parkway) intersection is anticipated to operate at an acceptable LOS (LOS D or better) during the AM and PM peak hours.

Queue analysis indicates that under the No-Build Alternative, several movements are projected to exceed available storage during both the Opening Year (2030) and Design Year (2050), particularly during peak hours. These exceedances become more frequent and severe by the Design Year (2050), reflecting increasing congestion and limited capacity under the No-Build Alternative. In contrast, the Build Alternative substantially reduces the number and severity of queue storage exceedances. In the Opening Year (2030), no movements are expected to exceed available storage under the Build Alternative. While limited exceedances are projected in the Design Year (2050), they are significantly fewer and less critical than under the No-Build Alternative, demonstrating improved operational resilience and capacity.

Network-wide performance results further reinforce the operational benefits of the Build Alternative. In the Opening Year (2030), the Build Alternative increases average speeds, reduces average delay, nearly eliminates latent delay and latent demand, and reduces total travel time during both peak periods. By the Design Year (2050), these improvements become even more pronounced. Average speeds increase by approximately three times in the PM peak and approximately six times in the AM peak, while average delay, latent delay, and latent demand are reduced by approximately 72 to 100 percent. Total travel time is also substantially reduced. These improvements reflect a more efficient, reliable, and balanced intersection performance capable of accommodating future demand.

Safety analysis identified 342 intersection crashes within the study limits during the five-year analysis period, including one fatal crash. The majority of crashes were property damage only, with rear-end and fixed-object collisions being the predominant crash types. The highest crash frequency occurred at CR 210 and CR 2209 (St. Johns Parkway).

Crash data were analyzed to identify patterns and contributing factors, and appropriate safety countermeasures were evaluated using established Crash Reduction Factors. At the CR 210 and CR 2209 (St. Johns Parkway) intersection, restricting westbound through and northbound left-turn movements and re-routing them via the proposed north U-turn configurations could potentially reduce total crashes by approximately 27 percent and 37 percent, respectively. These modifications are expected to reduce conflict points, improve traffic flow, and mitigate severe collision types.

In summary, the Build Alternative provides meaningful improvements in intersection operations, queue management, corridor mobility, and overall safety. It reduces congestion, improves travel speeds, minimizes excessive queuing, lowers system-wide delay, and addresses high-crash locations with targeted countermeasures. Based on the operational and safety benefits demonstrated in this analysis, the Build Alternative is the recommended alternative.

Appendix A: Data Collection

Hose Counts

All Traffic Data Services, Inc.
WWW.ALLTRAFFICDATA.NET

Site Code: 10
Station ID: 10
CR 210 EAST OF
NATURE WALK PKWY

Start Time	09-Sep-24		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	42	64	32	71	25	62	36	57	51	90	80	173	73	142	48	94
01:00	28	42	23	21	25	36	35	39	29	28	46	82	43	81	33	47
02:00	19	31	21	31	23	28	35	26	26	33	26	49	49	84	28	40
03:00	34	28	28	31	36	36	33	30	29	37	30	26	24	29	31	31
04:00	128	61	124	55	114	59	118	70	131	55	48	35	47	32	101	52
05:00	428	176	432	185	419	183	381	187	348	182	140	79	87	59	319	150
06:00	1043	597	1135	665	1045	568	1013	587	962	658	327	231	199	101	818	487
07:00	1633	914	1670	988	1579	842	1627	898	1568	978	609	438	334	225	1289	755
08:00	1620	1050	1608	1136	1638	1029	1572	1136	1600	1124	867	635	677	415	1369	932
09:00	1127	1006	1349	1127	1250	1007	1331	1101	1231	1117	1094	831	934	638	1188	975
10:00	1070	887	1202	970	1054	874	1156	955	1202	959	1304	1036	1166	847	1165	933
11:00	1134	1113	1084	1080	1026	1046	1110	1159	1203	1069	1215	1122	1147	918	1131	1072
12:00 PM	1141	1188	1197	1238	1143	1197	1193	1360	1272	1225	1249	1324	1158	1086	1193	1231
01:00	1108	1184	1114	1289	1081	1261	1094	1434	1125	1329	1154	1216	937	1052	1088	1252
02:00	1117	1284	1122	1286	1106	1176	1041	1500	1169	1427	997	1169	813	956	1052	1257
03:00	1191	1365	1256	1449	1158	1455	1233	1480	1336	1402	1055	1195	743	971	1139	1331
04:00	1276	1551	1307	1511	1157	1489	1245	1594	1354	1426	973	1145	849	962	1166	1383
05:00	1242	1357	1392	1521	1286	1630	1313	1403	1411	1466	1019	1048	817	1148	1211	1368
06:00	979	1224	995	1303	1009	1354	1009	1304	1128	1272	935	1027	743	1037	971	1217
07:00	650	963	697	996	609	936	765	1069	783	1020	703	857	548	740	679	940
08:00	402	738	466	814	395	812	415	797	529	829	551	719	448	521	458	747
09:00	208	403	245	471	260	498	325	568	452	633	408	597	262	350	309	503
10:00	119	220	115	213	124	256	167	387	354	608	375	428	138	198	199	330
11:00	53	94	60	121	50	131	76	246	222	297	152	257	67	131	97	182
Lane	17792	17540	18674	18572	17612	17965	18323	19387	19515	19264	15357	15719	12303	12723	17082	17309
Day	35332		37246		35577		37710		38779		31076		25026		34391	
AM Peak	07:00	11:00	07:00	08:00	08:00	11:00	07:00	11:00	08:00	08:00	10:00	11:00	10:00	11:00	08:00	11:00
Vol.	1633	1113	1670	1136	1638	1046	1627	1159	1600	1124	1304	1122	1166	918	1369	1072
PM Peak	16:00	16:00	17:00	17:00	17:00	17:00	17:00	16:00	17:00	17:00	12:00	12:00	12:00	17:00	17:00	16:00
Vol.	1276	1551	1392	1521	1286	1630	1313	1594	1411	1466	1249	1324	1158	1148	1211	1383

Comb. Total	35332	37246	35577	37710	38779	31076	25026	34391
ADT	ADT 34,392	AADT 34,392						

All Traffic Data Services, Inc.
WWW.ALLTRAFFICDATA.NET

Site Code: 11
Station ID: 11
CR 210 WEST OF
THE VININGS DRIVE

Start Time	09-Sep-24		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	24	45	29	38	27	33	33	35	36	43	66	94	65	71	40	51
01:00	21	17	13	16	15	18	16	21	31	27	35	52	27	38	23	27
02:00	13	18	7	17	9	17	6	15	11	22	17	32	34	38	14	23
03:00	8	11	17	16	18	16	13	15	19	12	20	14	9	10	15	13
04:00	37	31	38	39	33	26	45	44	47	30	30	23	16	20	35	30
05:00	149	86	165	87	155	78	145	101	144	82	61	38	45	34	123	72
06:00	416	241	465	304	418	265	419	274	416	288	197	116	102	64	348	222
07:00	768	537	806	568	750	494	780	523	787	555	332	274	216	169	634	446
08:00	821	1049	1028	798	1039	819	984	737	1103	842	560	444	384	356	846	721
09:00	457	632	847	740	774	781	849	746	855	752	770	676	552	504	729	690
10:00	620	695	786	700	729	691	826	705	835	747	901	820	755	695	779	722
11:00	768	769	754	779	723	778	778	799	875	792	943	984	766	720	801	803
12:00 PM	823	785	866	870	834	771	909	853	956	937	883	963	881	843	879	860
01:00	806	760	821	874	770	838	749	853	850	1007	846	884	730	712	796	847
02:00	752	834	807	878	863	804	717	847	859	999	707	832	578	673	755	838
03:00	870	978	897	975	834	1052	875	953	1010	1026	760	757	557	581	829	903
04:00	795	1132	850	1286	783	1052	786	1291	948	1275	660	759	571	669	770	1066
05:00	797	1074	865	1337	866	1222	847	1035	893	1091	694	694	685	818	807	1039
06:00	692	915	720	907	706	860	675	869	846	862	588	621	769	804	714	834
07:00	510	570	526	645	533	622	544	634	627	708	485	522	497	592	532	613
08:00	344	406	388	425	363	462	357	461	410	459	388	395	345	438	371	435
09:00	143	199	202	251	198	240	199	254	314	354	282	333	222	260	223	270
10:00	77	118	101	117	107	159	119	163	250	353	233	194	122	140	144	178
11:00	40	48	38	60	48	72	66	67	153	166	105	137	47	78	71	90
Lane	10751	11950	12036	12727	11595	12170	11737	12295	13275	13429	10563	10658	8975	9327	11278	11793
Day	22701		24763		23765		24032		26704		21221		18302		23071	
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	08:00	11:00	08:00	08:00	11:00	11:00	11:00	11:00	08:00	11:00
Vol.	821	1049	1028	798	1039	819	984	799	1103	842	943	984	766	720	846	803
PM Peak	15:00	16:00	15:00	17:00	17:00	17:00	12:00	16:00	15:00	16:00	12:00	12:00	12:00	12:00	12:00	16:00
Vol.	870	1132	897	1337	866	1222	909	1291	1010	1275	883	963	881	843	879	1066

Comb. Total	22701	24763	23765	24032	26704	21221	18302	23071
ADT	ADT 23,070	AADT 23,070						

TMCs



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

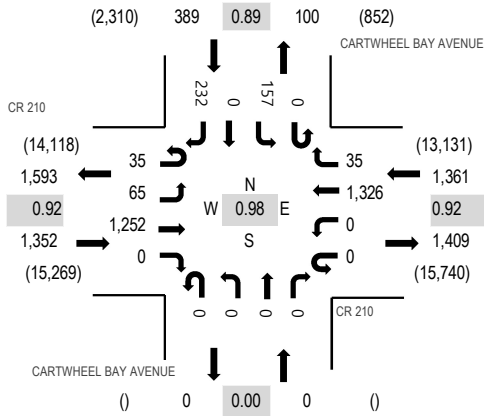
Location: 2 CARTWHEEL BAY AVENUE & CR 210 AM

Date: Thursday, September 12, 2024

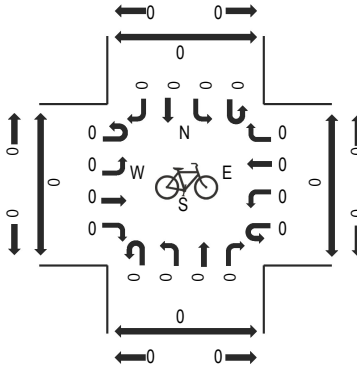
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

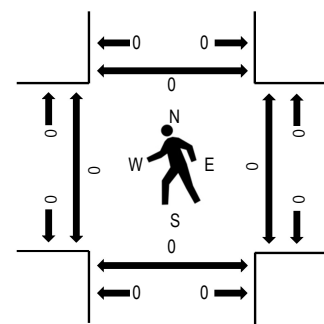
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 210				CR 210				CARTWHEEL BAY AVENUE				CARTWHEEL BAY AVENUE				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
6:30 AM	1	4	284	0	0	0	175	0	0	0	0	0	13	0	1	478	2,255	0	0	0	0	
6:45 AM	0	3	310	0	0	0	174	1	0	0	0	0	15	0	7	510	2,426	0	0	0	0	
7:00 AM	0	12	380	0	0	0	179	4	0	0	0	0	26	0	7	608	2,593	0	0	0	0	
7:15 AM	1	6	435	0	0	0	198	3	0	0	0	0	13	0	3	659	2,677	0	0	0	0	
7:30 AM	3	14	378	0	0	0	228	3	0	0	0	0	18	0	5	649	2,691	0	0	0	0	
7:45 AM	4	19	382	0	0	0	242	4	0	0	0	0	18	0	8	677	2,748	0	0	0	0	
8:00 AM	5	15	364	0	0	0	259	2	0	0	0	0	34	0	13	692	2,806	0	0	0	0	
8:15 AM	4	16	346	0	0	0	273	0	0	0	0	0	24	0	10	673	2,694	0	0	0	0	
8:30 AM	6	13	393	0	0	0	249	2	0	0	0	0	31	0	12	706	2,686	0	0	0	0	
8:45 AM	2	14	431	0	0	0	261	2	0	0	0	0	16	0	9	735	2,551	0	0	0	0	
9:00 AM	1	13	332	0	0	0	203	3	0	0	0	0	21	0	7	580	2,414	0	0	0	0	
9:15 AM	4	22	327	0	0	0	256	3	0	0	0	0	32	0	21	665	2,369	0	0	0	0	
9:30 AM	2	10	277	0	0	0	246	3	0	0	0	0	23	0	10	571	2,199	0	0	0	0	
9:45 AM	3	11	301	0	0	0	236	5	0	0	0	0	28	0	14	598	2,209	0	0	0	0	
10:00 AM	2	12	276	0	0	0	213	0	0	0	0	0	24	0	8	535	2,163	0	0	0	1	
10:15 AM	3	13	258	0	0	0	195	2	0	0	0	0	12	0	12	495	2,130	0	0	0	1	
10:30 AM	0	13	292	0	0	0	247	3	0	0	0	0	18	0	8	581	2,219	0	0	0	0	
10:45 AM	1	13	260	0	0	0	229	6	0	0	0	0	39	0	4	552	2,260	1	0	1	1	
11:00 AM	6	13	236	0	0	0	221	4	0	0	0	0	13	0	9	502	2,291	0	1	1	0	
11:15 AM	2	17	257	0	0	0	256	8	0	0	0	0	33	0	11	584	2,447	0	0	0	0	
11:30 AM	5	19	300	0	0	0	259	6	0	0	0	0	17	0	16	622	2,494	0	0	0	0	
11:45 AM	5	20	258	0	0	0	246	3	0	0	0	0	30	0	21	583	2,462	0	0	0	0	
12:00 PM	4	15	303	0	0	0	282	3	0	0	0	0	28	0	23	658	2,536	0	0	0	0	
12:15 PM	4	19	283	0	0	0	272	4	0	0	0	0	36	0	13	631	2,506	0	0	0	0	
12:30 PM	3	9	269	0	1	0	255	2	0	0	0	0	37	0	14	590	2,462	0	0	0	0	
12:45 PM	4	19	284	0	0	0	294	3	0	0	0	0	31	0	22	657	2,502	0	0	0	0	
1:00 PM	1	19	259	0	0	0	297	4	0	0	0	0	26	0	22	628	2,446	0	0	0	0	
1:15 PM	4	13	265	0	0	0	262	3	0	0	0	0	26	0	14	587	2,397	0	0	0	0	
1:30 PM	6	19	265	0	0	0	302	5	0	0	0	0	23	0	10	630	2,365	0	0	0	0	
1:45 PM	2	11	226	0	0	0	311	6	0	0	0	0	35	0	10	601	2,329	0	0	0	0	
2:00 PM	2	9	220	0	1	0	283	4	0	0	0	0	36	0	24	579	2,402	0	0	0	0	
2:15 PM	2	15	236	0	0	0	263	5	0	0	0	0	22	0	12	555	2,507	0	0	0	0	
2:30 PM	2	11	238	0	0	0	310	2	0	0	0	0	20	0	11	594	2,636	0	0	0	0	
2:45 PM	5	10	312	0	0	0	293	1	0	0	0	0	30	0	23	674	2,691	0	0	0	0	

3:00 PM	4	15	318	0	0	0	297	6	0	0	0	0	0	31	0	13	684	2,752	0	0	0	0
3:15 PM	1	13	312	0	0	0	309	5	0	0	0	0	0	20	0	24	684	2,738	0	0	0	0
3:30 PM	7	10	278	0	0	0	285	2	0	0	0	0	0	30	0	37	649	2,780	0	0	0	0
3:45 PM	7	12	290	0	0	0	344	6	0	0	0	0	0	32	0	44	735	2,926	0	0	0	0
4:00 PM	9	10	283	0	0	0	318	5	0	0	0	0	0	30	0	15	670	2,951	0	0	0	0
4:15 PM	3	11	310	0	0	0	321	9	0	0	0	0	0	35	0	37	726	3,068	0	0	0	0
4:30 PM	4	17	297	0	0	0	370	11	0	0	0	0	0	32	0	64	795	3,102	0	0	0	0
4:45 PM	15	20	276	0	0	0	355	7	0	0	0	0	0	31	0	56	760	3,034	0	0	0	0
5:00 PM	8	16	320	0	0	0	323	10	0	0	0	0	0	43	0	67	787	2,962	0	0	0	0
5:15 PM	8	12	359	0	0	0	278	7	0	0	0	0	0	51	0	45	760	2,907	0	0	0	0
5:30 PM	5	16	319	0	0	0	302	5	0	0	0	0	0	31	0	49	727	2,821	0	0	0	0
5:45 PM	11	15	290	0	0	0	265	2	0	0	0	0	0	49	0	56	688		0	0	0	0
6:00 PM	6	14	286	0	0	0	357	3	0	0	0	0	0	31	0	35	732		0	0	0	0
6:15 PM	9	16	240	0	0	0	342	7	0	0	0	0	0	29	0	31	674		0	0	1	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	4	0	0	0	4	0	0	0	0	0	0	1	0	0	9
Lights	35	64	1,226	0	0	0	1,310	34	0	0	0	0	0	154	0	230	3,053
Mediums	0	1	22	0	0	0	12	1	0	0	0	0	0	2	0	2	40
Total	35	65	1,252	0	0	0	1,326	35	0	0	0	0	0	157	0	232	3,102

Heavy Vehicle Percentage and Peak Hour Factor

	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	
Heavy Vehicle %	2.0%				1.2%				0.0%				1.3%				1.6%
Heavy Vehicle %	0.0%	1.5%	2.1%	0.0%	0.0%	0.0%	1.2%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	0.9%	1.6%
Peak Hour Factor	0.92				0.92				0.00				0.89				0.98
Peak Hour Factor	0.60	0.91	0.91	0.00	0.25	0.00	0.93	0.84	0.00	0.00	0.00	0.00	0.00	0.85	0.00	0.87	0.98



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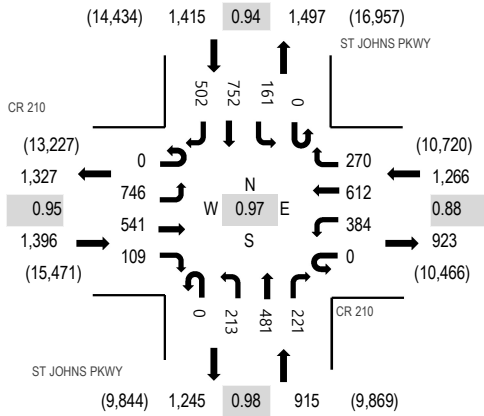
Location: 3 ST JOHNS PKWY & CR 210 AM

Date: Thursday, September 12, 2024

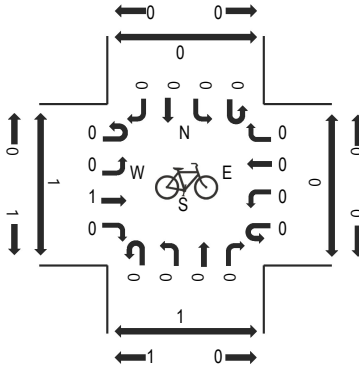
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

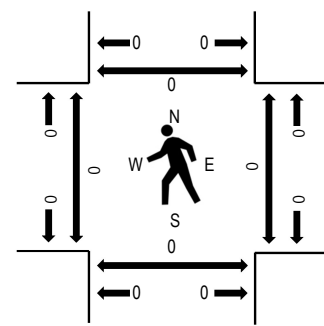
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 210 Eastbound				CR 210 Westbound				ST JOHNS PKWY Northbound				ST JOHNS PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	0	234	80	10	0	20	55	46	0	14	116	28	1	10	61	103	778	3,660	0	0	0	0
6:45 AM	0	227	80	7	0	18	61	39	0	9	164	36	0	14	85	109	849	3,934	0	0	0	0
7:00 AM	0	276	120	14	0	21	56	38	0	20	216	35	0	24	97	105	1,022	4,242	0	0	0	0
7:15 AM	0	266	138	8	0	21	82	51	0	25	193	30	0	24	80	93	1,011	4,354	0	0	0	0
7:30 AM	0	262	105	13	0	27	90	51	0	17	181	42	0	29	103	132	1,052	4,494	0	0	0	0
7:45 AM	0	247	162	12	0	38	103	71	0	29	177	53	0	47	103	115	1,157	4,595	0	0	0	0
8:00 AM	0	242	144	13	0	35	94	80	0	39	163	50	0	42	97	135	1,134	4,619	0	0	0	0
8:15 AM	0	220	139	20	0	35	100	87	0	30	183	47	0	38	107	145	1,151	4,491	0	0	0	0
8:30 AM	0	233	167	24	0	43	83	67	0	26	168	58	0	40	100	144	1,153	4,363	0	0	0	0
8:45 AM	0	228	185	19	0	42	96	47	0	26	177	53	0	50	118	140	1,181	4,137	0	0	0	0
9:00 AM	0	190	137	23	0	36	83	68	0	30	148	61	0	39	77	114	1,006	3,889	0	0	0	0
9:15 AM	0	160	140	18	0	52	99	62	0	33	133	38	0	52	107	129	1,023	3,769	0	0	0	0
9:30 AM	0	177	114	16	0	51	105	32	0	52	112	38	0	35	90	105	927	3,567	0	0	0	0
9:45 AM	0	174	127	19	0	50	97	50	0	31	94	51	0	49	78	113	933	3,550	0	0	0	0
10:00 AM	0	156	138	13	0	24	69	50	0	35	116	51	0	37	89	108	886	3,522	0	0	0	0
10:15 AM	0	147	101	13	0	42	92	47	0	26	100	51	0	29	80	93	821	3,479	1	0	0	0
10:30 AM	0	154	128	16	0	54	109	43	0	35	98	43	2	52	81	95	910	3,623	0	0	0	0
10:45 AM	0	119	120	19	1	65	91	52	0	32	83	50	0	57	92	124	905	3,716	1	0	0	0
11:00 AM	0	113	98	16	0	46	82	63	0	41	109	40	0	42	89	104	843	3,724	0	0	0	0
11:15 AM	0	177	117	17	0	57	117	49	0	47	74	53	0	54	91	112	965	3,956	0	0	0	0
11:30 AM	0	195	123	21	0	47	110	49	0	40	95	60	0	38	109	116	1,003	4,050	0	0	0	0
11:45 AM	1	135	117	28	0	51	108	51	0	34	87	43	1	53	97	107	913	4,113	0	0	0	0
12:00 PM	0	148	151	29	0	68	99	56	0	42	113	57	0	55	120	137	1,075	4,236	0	0	0	0
12:15 PM	0	162	117	17	1	61	107	58	0	52	113	57	1	52	141	120	1,059	4,150	0	0	1	0
12:30 PM	0	164	112	30	0	67	113	48	0	52	96	68	1	47	149	119	1,066	4,099	0	0	0	0
12:45 PM	0	162	122	19	0	79	114	58	0	48	75	53	1	56	112	137	1,036	4,096	0	0	0	0
1:00 PM	0	166	113	19	0	61	113	49	0	44	80	44	0	50	123	127	989	4,070	0	0	0	0
1:15 PM	0	182	106	17	0	53	90	48	0	60	109	40	2	56	101	144	1,008	4,064	0	0	0	0
1:30 PM	0	155	110	29	0	68	124	53	0	56	107	42	0	59	135	125	1,063	4,068	0	0	0	0
1:45 PM	0	125	104	23	0	68	141	46	0	43	103	36	0	57	128	136	1,010	4,017	0	0	0	2
2:00 PM	0	123	103	12	0	56	108	56	0	45	102	45	0	62	128	143	983	4,086	0	0	0	0
2:15 PM	0	163	105	16	0	69	102	51	0	35	113	45	0	52	132	129	1,012	4,182	0	0	0	0
2:30 PM	0	164	91	17	0	61	107	54	0	42	105	33	0	45	128	165	1,012	4,284	0	0	0	0
2:45 PM	0	172	147	23	0	60	125	52	0	30	81	37	0	62	143	147	1,079	4,384	0	0	0	0

3:00 PM	0	131	144	25	0	52	101	61	1	34	112	37	0	70	155	156	1,079	4,471	0	0	0	0
3:15 PM	0	185	138	23	0	82	133	53	0	34	78	35	0	63	151	139	1,114	4,501	0	0	0	0
3:30 PM	0	166	105	23	0	61	104	56	0	54	108	55	0	65	185	130	1,112	4,607	0	0	0	0
3:45 PM	0	141	152	25	0	69	149	52	0	42	107	60	0	49	181	139	1,166	4,753	0	0	0	0
4:00 PM	0	148	117	29	1	99	158	47	0	45	105	58	1	42	122	137	1,109	4,807	0	0	0	0
4:15 PM	0	153	131	26	0	117	154	58	0	39	117	38	1	54	178	154	1,220	4,925	0	0	0	0
4:30 PM	0	199	138	22	0	88	156	62	0	43	110	49	0	44	189	158	1,258	4,992	0	0	0	0
4:45 PM	0	140	118	29	0	118	187	70	0	54	107	60	0	45	177	115	1,220	4,925	0	0	0	0
5:00 PM	0	176	118	30	0	86	148	69	0	65	126	50	0	33	208	118	1,227	4,860	0	0	0	0
5:15 PM	0	231	167	28	0	92	121	69	0	51	138	62	0	39	178	111	1,287	4,855	0	0	0	0
5:30 PM	0	186	136	17	0	114	125	46	0	52	108	59	0	43	180	125	1,191	4,687	0	0	0	0
5:45 PM	1	140	131	29	0	79	99	65	0	41	118	46	0	56	211	139	1,155		0	0	0	0
6:00 PM	0	205	110	19	0	77	124	71	0	44	120	39	0	62	166	185	1,222		0	0	0	0
6:15 PM	0	133	93	23	0	83	109	60	0	53	95	48	0	67	170	185	1,119		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	4	1	0	0	0	0	0	0	0	1	1	0	0	4	4	15
Lights	0	733	529	106	0	381	601	268	0	213	473	216	0	161	746	496	4,923
Mediums	0	9	11	3	0	3	11	2	0	0	7	4	0	0	2	2	54
Total	0	746	541	109	0	384	612	270	0	213	481	221	0	161	752	502	4,992

Heavy Vehicle Percentage and Peak Hour Factor

	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	
Heavy Vehicle %	2.0%				1.3%				1.4%				0.8%				1.4%
Heavy Vehicle %	0.0%	1.7%	2.2%	2.8%	0.0%	0.8%	1.8%	0.7%	0.0%	0.0%	1.7%	2.3%	0.0%	0.0%	0.8%	1.2%	1.4%
Peak Hour Factor	0.95				0.88				0.98				0.94				0.97
Peak Hour Factor	0.25	0.95	0.86	0.91	0.25	0.89	0.88	0.88	0.25	0.85	0.89	0.86	0.50	0.93	0.92	0.86	0.97

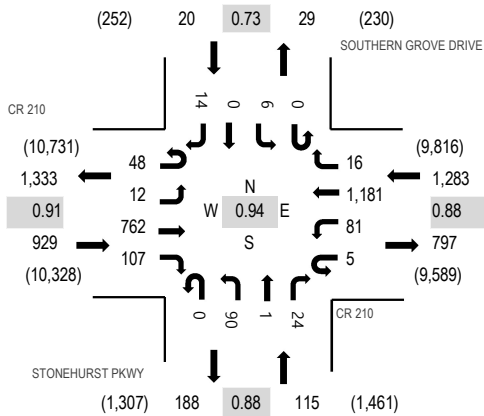
Location: 4 STONEHURST PKWY & CR 210 AM

Date: Thursday, September 12, 2024

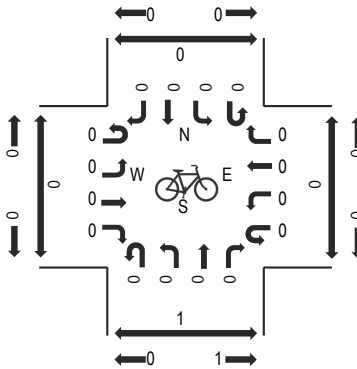
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

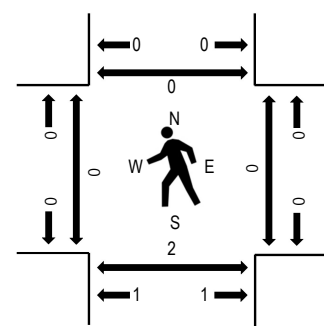
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CR 210				CR 210				STONEHURST PKWY				SOUTHERN GROVE DRIVE				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
6:30 AM	1	0	109	6	0	1	90	0	0	32	0	8	0	0	0	4	251	1,155	0	0	0	0
6:45 AM	0	2	123	4	0	1	85	0	0	24	0	14	0	0	0	8	261	1,288	0	0	0	0
7:00 AM	0	2	145	8	0	3	95	1	0	32	0	11	0	2	0	8	307	1,502	0	0	0	0
7:15 AM	14	1	156	7	0	3	105	1	0	28	0	13	0	3	0	5	336	1,658	0	0	0	0
7:30 AM	2	1	184	6	0	1	133	2	0	36	0	10	0	5	0	4	384	1,788	0	0	0	0
7:45 AM	4	0	230	12	0	3	165	1	0	42	1	9	0	1	0	7	475	1,900	0	0	0	0
8:00 AM	2	1	206	16	2	6	173	0	0	28	0	16	0	3	0	10	463	1,923	0	0	0	0
8:15 AM	1	2	205	15	0	4	186	2	1	27	0	17	0	1	0	5	466	1,899	0	1	0	1
8:30 AM	1	1	235	14	0	5	188	3	0	31	0	14	0	1	0	3	496	1,890	0	0	0	1
8:45 AM	7	4	250	10	2	9	157	0	0	30	0	23	0	4	0	2	498	1,772	0	0	0	1
9:00 AM	6	1	219	8	0	7	165	1	0	14	1	13	0	2	0	2	439	1,682	0	0	0	0
9:15 AM	4	0	215	12	0	2	191	2	0	18	0	7	0	1	0	5	457	1,637	0	0	0	0
9:30 AM	1	2	164	11	0	8	167	2	0	12	0	8	0	2	0	1	378	1,571	0	0	1	0
9:45 AM	4	2	203	8	0	2	167	0	0	14	0	4	0	1	1	2	408	1,627	0	0	0	0
10:00 AM	3	2	230	7	0	3	123	0	0	18	0	7	0	1	0	0	394	1,663	0	0	0	0
10:15 AM	8	1	158	11	1	5	176	2	0	13	0	11	0	0	1	4	391	1,648	0	0	2	0
10:30 AM	3	4	183	9	1	6	197	2	0	16	0	10	0	1	0	2	434	1,696	0	0	0	0
10:45 AM	13	2	205	18	0	6	173	0	0	14	0	5	0	2	0	6	444	1,700	0	0	0	0
11:00 AM	6	3	159	8	0	6	165	1	0	13	0	11	0	2	0	5	379	1,728	0	0	1	0
11:15 AM	4	3	183	12	1	8	195	1	0	17	0	11	0	0	0	4	439	1,832	0	0	0	1
11:30 AM	5	3	205	19	0	5	165	3	0	18	0	11	0	1	0	3	438	1,861	0	0	0	0
11:45 AM	9	3	186	17	2	10	206	1	0	18	0	12	0	1	0	7	472	1,892	0	0	0	1
12:00 PM	15	4	213	17	0	14	188	3	0	11	0	11	0	1	0	6	483	1,898	0	0	0	1
12:15 PM	4	5	198	21	1	11	192	2	0	15	0	14	0	2	0	3	468	1,843	0	1	0	1
12:30 PM	4	5	206	12	0	17	188	2	0	22	0	9	0	1	0	3	469	1,799	0	0	0	0
12:45 PM	8	0	190	14	0	10	211	0	0	25	0	15	0	1	0	4	478	1,807	0	0	0	0
1:00 PM	9	5	170	22	1	7	182	1	0	19	0	6	0	1	0	5	428	1,769	0	0	0	1
1:15 PM	2	3	177	22	1	3	192	1	0	11	0	7	0	1	0	4	424	1,766	0	0	0	0
1:30 PM	7	2	181	19	0	11	226	2	0	15	0	9	0	1	0	4	477	1,766	0	0	0	0
1:45 PM	10	2	161	15	1	10	221	2	0	9	0	5	0	1	0	3	440	1,668	0	0	0	1
2:00 PM	9	2	175	21	1	8	182	1	0	20	0	2	0	1	0	3	425	1,754	0	0	0	1
2:15 PM	6	1	167	21	0	6	196	3	0	15	0	7	0	1	0	1	424	1,819	0	0	0	0
2:30 PM	7	3	146	14	0	8	179	1	0	11	0	7	0	0	0	3	379	1,908	0	0	0	0
2:45 PM	6	8	201	31	0	19	226	8	0	17	0	3	0	2	0	5	526	1,966	0	0	0	0

3:00 PM	9	3	214	28	0	11	190	1	0	22	0	6	0	0	0	6	490	2,010	0	0	0	0
3:15 PM	8	2	215	22	0	14	218	2	0	19	0	11	0	0	0	2	513	2,089	0	0	0	0
3:30 PM	5	4	169	26	0	12	196	3	0	14	0	8	0	0	0	0	437	2,142	0	0	0	0
3:45 PM	4	5	231	18	1	20	256	2	0	26	0	3	0	0	0	4	570	2,330	0	0	0	0
4:00 PM	12	3	201	24	0	16	281	2	0	19	0	7	0	1	0	3	569	2,347	0	0	0	0
4:15 PM	7	2	191	27	2	20	294	1	0	14	1	3	0	1	0	3	566	2,318	0	0	0	0
4:30 PM	16	5	178	26	2	26	328	7	0	24	0	7	0	3	0	3	625	2,296	0	0	1	0
4:45 PM	13	2	192	30	1	19	278	6	0	33	0	7	0	1	0	5	587	2,199	0	0	1	0
5:00 PM	7	4	177	17	2	13	269	5	0	27	0	13	0	1	0	5	540	2,123	0	0	0	0
5:15 PM	10	4	219	28	0	19	218	3	1	32	0	2	0	2	0	6	544	2,100	0	0	0	0
5:30 PM	3	2	201	33	0	23	226	5	0	23	0	8	0	1	0	3	528	1,985	0	0	0	0
5:45 PM	15	4	197	37	1	20	202	1	0	18	0	13	0	2	0	1	511		0	0	0	0
6:00 PM	12	4	168	26	1	18	236	2	0	31	0	14	0	1	0	4	517		0	0	0	0
6:15 PM	4	5	165	24	0	11	182	7	0	20	0	7	0	0	0	4	429		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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	48	12	744	105	5	79	1,162	15	0	88	1	21	0	6	0	14	2,300
Mediums	0	0	17	2	0	2	18	1	0	2	0	3	0	0	0	0	45
Total	48	12	762	107	5	81	1,181	16	0	90	1	24	0	6	0	14	2,347

Heavy Vehicle Percentage and Peak Hour Factor

	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	
Heavy Vehicle %	2.2%				1.7%				4.3%				0.0%				2.0%
Heavy Vehicle %	0.0%	0.0%	2.4%	1.9%	0.0%	2.5%	1.6%	6.3%	0.0%	2.2%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	2.0%
Peak Hour Factor	0.91				0.88				0.88				0.73				0.94
Peak Hour Factor	0.75	0.53	0.92	0.84	0.88	0.79	0.90	0.75	0.25	0.82	0.25	0.76	0.00	0.60	0.50	0.65	0.94

Drone Data

Traffic Movement Counts Report

PROJECT CR 210 at CR 2209	
DATA SOURCES AM Peak > SW Quadrant	GEOLOCATION <u>30°3'22.61"N 81°31'57.59"W</u>
MONITORED INTERVAL 04/02/2025 08:06:00 - 04/02/2025 08:33:02	TIME UNIT 24 hours
SELECTED OBJECT CLASSES CAR, BUS, MOTORCYCLE, BICYCLE, PERSON, VAN, TRUCK, HEAVY TRUCK	
REPORT CREATED BY festo.mjogolo@osiris9.com	
REPORT CREATED AT 03/09/2026 14:55:02 (UTC)	
REPORT ID 79q6ZWYHo4H3ddfQufWHwm	



APPROACH			
MOVEMENT			
INTERVAL/CLASS	CAR	BUS	MOTORCYCLE
04/02/2025 08:06:00 - 04/03/2025 08:06:00	9	0	0
SUM	9	0	0
CLASS	CAR	BUS	MOTORCYCLE
MOVEMENT			
APPROACH			

Cntr E EB A					
Cntr E EBR					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	0	9
0	0	0	0	0	9
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
Cntr E EBR					
Cntr E EB A					

Cntr E EB C					
Cntr E EBL					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
26	0	0	0	0	0
26	0	0	0	0	0
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
Cntr E EBL					
Cntr E EB C					

TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE
0	0	26	4	0	0
0	0	26	4	0	0
TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE

Cntr E SB A					
Cntr E SBR					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	0	4
0	0	0	0	0	4
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
Cntr E SBR					
Cntr E SB A					

S Entrance EBL					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
23	0	0	0	0	0
23	0	0	0	0	0
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
S Entrance EBL					

EB					
TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE
0	1	24	15	0	0
0	1	24	15	0	0
TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE
EB					

S Entrance EBR					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	1	16
0	0	0	0	1	16
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
S Entrance EBR					

NB					
S Entrance NBL					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
57	0	0	0	0	1
57	0	0	0	0	1
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
S Entrance NBL					
NB					

TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE
0	0	58	37	0	0
0	0	58	37	0	0
TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE

SB					
S Entrance SBR					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	2	1	40
0	0	0	2	1	40
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
S Entrance SBR					
SB					

TOTAL
177
177
TOTAL

APPROACH	Cntr E EB A		Cnt
MOVEMENT	Cntr E EBR	Approach total	Cntr E EBL
04/02/2025 08:06:00 - 04/03/2025 08:06:00		9	26
SUM	9	9	26
MOVEMENT	Cntr E EBR	Approach total	Cntr E EBL
APPROACH	Cntr E EB A		Cnt

Ctr E EB C	Cntr E SB A		EB		
Approach total	Cntr E SBR	Approach total	S Entrance EBL	S Entrance EBR	Approach total
26	4	4	24	16	40
26	4	4	24	16	40
Approach total	Cntr E SBR	Approach total	S Entrance EBL	S Entrance EBR	Approach total
Ctr E EB C	Cntr E SB A		EB		

NB		SB	
S Entrance NBL	Approach total	S Entrance SBR	Approach total
58	58	40	40
58	58	40	40
S Entrance NBL	Approach total	S Entrance SBR	Approach total
NB		SB	

Cntr E EBL	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:06:00 - 08:06:00	26	0	0	0
TOTAL	26	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	26
0	0	0	0	26
0.00%	0.00%	0.00%	0.00%	100.00%

Cntr E EBR	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:06:00 - 08:06:00	9	0	0	0
TOTAL	9	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	9
0	0	0	0	9
0.00%	0.00%	0.00%	0.00%	100.00%

Cntr E SBR	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:06:00 - 08:06:00	4	0	0	0
TOTAL	4	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	4
0	0	0	0	4
0.00%	0.00%	0.00%	0.00%	100.00%

S Entrance EBL	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:06:00 - 08:06:00	23	0	0	0
TOTAL	23	0	0	0
CLASS %	95.83%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	1	24
0	0	0	1	24
0.00%	0.00%	0.00%	4.17%	100.00%

S Entrance EBR	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:06:00 - 08:06:00	15	0	0	0
TOTAL	15	0	0	0
CLASS %	93.75%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	1	16
0	0	0	1	16
0.00%	0.00%	0.00%	6.25%	100.00%

S Entrance NBL	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:06:00 - 08:06:00	57	0	0	0
TOTAL	57	0	0	0
CLASS %	98.28%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	1	0	0	58
0	1	0	0	58
0.00%	1.72%	0.00%	0.00%	100.00%

S Entrance SBR	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:06:00 - 08:06:00	37	0	0	0
TOTAL	37	0	0	0
CLASS %	92.50%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	2	1	40
0	0	2	1	40
0.00%	0.00%	5.00%	2.50%	100.00%

Traffic Movement Counts Report

PROJECT CR 210 at CR 2209	
DATA SOURCES AM Peak > SW Quadrant - 2nd Part	GEOLOCATION <u>30°3'22.60"N 81°31'57.69"W</u>
MONITORED INTERVAL 04/02/2025 08:34:10 - 04/02/2025 09:00:12	TIME UNIT 24 hours
SELECTED OBJECT CLASSES CAR, BUS, MOTORCYCLE, BICYCLE, PERSON, VAN, TRUCK, HEAVY TRUCK	
REPORT CREATED BY festo.mjogolo@osiris9.com	
REPORT CREATED AT 03/09/2026 14:56:40 (UTC)	
REPORT ID G21dWir3wenFSd2evtPYHy	



APPROACH			
MOVEMENT			
INTERVAL/CLASS	CAR	BUS	MOTORCYCLE
04/02/2025 08:34:10 - 04/03/2025 08:34:10	5	0	0
SUM	5	0	0
CLASS	CAR	BUS	MOTORCYCLE
MOVEMENT			
APPROACH			

3 - A SB					
3 - A SB → 3 - B SBR					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	3	8
0	0	0	0	3	8
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
3 - A SB → 3 - B SBR					
3 - A SB					

3 - A - WB → 3 - B EB					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
30	0	0	0	0	0
30	0	0	0	0	0
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
3 - A - WB → 3 - B EB					

3 - A - WB					
TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE
0	3	33	14	0	0
0	3	33	14	0	0
TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE
3 - A - WB					

3 - A - WB → 3 - B SB					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	2	16
0	0	0	0	2	16
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
3 - A - WB → 3 - B SB					

4 - A NB					
4 - A NB → 4 - B NBL					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
55	0	0	0	0	0
55	0	0	0	0	0
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
4 - A NB → 4 - B NBL					
4 - A NB					

TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE
0	0	55	45	2	0
0	0	55	45	2	0
TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE

4 - A SB					
4 - A SB → 4 - B SBR					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	3	50
0	0	0	0	3	50
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
4 - A SB → 4 - B SBR					
4 - A SB					

4 - B EB → 4 - B SBR2					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
19	0	0	0	0	0
19	0	0	0	0	0
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
4 - B EB → 4 - B SBR2					

4 - B EB					
TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE
0	1	20	26	0	0
0	1	20	26	0	0
TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE
4 - B EB					

4 - B EB → 4 - C EBL					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	0	26
0	0	0	0	0	26
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
4 - B EB → 4 - C EBL					

TOTAL
208
208
TOTAL

APPROACH	3 - A SB	
MOVEMENT	3 - A SB → 3 - B SBR	Approach total
04/02/2025 08:34:10 - 04/03/2025 08:34:10		88
SUM	8	8
MOVEMENT	3 - A SB → 3 - B SBR	Approach total
APPROACH	3 - A SB	

3 - A - WB			4 - A NB
3 - A - WB → 3 - B EB	3 - A - WB → 3 - B SB	Approach total	4 - A NB → 4 - B NBL
33	16	49	55
33	16	49	55
3 - A - WB → 3 - B EB	3 - A - WB → 3 - B SB	Approach total	4 - A NB → 4 - B NBL
3 - A - WB			4 - A NB

	4 - A SB		
Approach total	4 - A SB → 4 - B SBR	Approach total	4 - B EB → 4 - B SBR2
55	50	50	20
55	50	50	20
Approach total	4 - A SB → 4 - B SBR	Approach total	4 - B EB → 4 - B SBR2
	4 - A SB		

4 - B EB	
4 - B EB → 4 - C EBL	Approach total
26	46
26	46
4 - B EB → 4 - C EBL	Approach total
4 - B EB	

3 - A SB → 3 - B SBR	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:34:10 - 08:34:10	5	0	0	0
TOTAL	5	0	0	0
CLASS %	62.50%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	3	8
0	0	0	3	8
0.00%	0.00%	0.00%	37.50%	100.00%

3 - A - WB → 3 - B EB	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:34:10 - 08:34:10	30	0	0	0
TOTAL	30	0	0	0
CLASS %	90.91%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	3	33
0	0	0	3	33
0.00%	0.00%	0.00%	9.09%	100.00%

3 - A - WB → 3 - B SB	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:34:10 - 08:34:10	14	0	0	0
TOTAL	14	0	0	0
CLASS %	87.50%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	2	16
0	0	0	2	16
0.00%	0.00%	0.00%	12.50%	100.00%

4 - A NB → 4 - B NBL	CLASIFICACION			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:34:10 - 08:34:10	55	0	0	0
TOTAL	55	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	55
0	0	0	0	55
0.00%	0.00%	0.00%	0.00%	100.00%

4 - A SB → 4 - B SBR	CLASIFICACION			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:34:10 - 08:34:10	45	2	0	0
TOTAL	45	2	0	0
CLASS %	90.00%	4.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	3	50
0	0	0	3	50
0.00%	0.00%	0.00%	6.00%	100.00%

4 - B EB → 4 - B SBR2	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:34:10 - 08:34:10	19	0	0	0
TOTAL	19	0	0	0
CLASS %	95.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	1	20
0	0	0	1	20
0.00%	0.00%	0.00%	5.00%	100.00%

4 - B EB → 4 - C EBL	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:34:10 - 08:34:10	26	0	0	0
TOTAL	26	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	26
0	0	0	0	26
0.00%	0.00%	0.00%	0.00%	100.00%

Traffic Movement Counts Report

PROJECT CR 210 at CR 2209	
DATA SOURCES PM Peak > SW Quadrant 1	GEOLOCATION <u>30°3'22.54"N 81°31'58.11"W</u>
MONITORED INTERVAL 04/02/2025 16:34:18 - 04/02/2025 17:01:21	TIME UNIT 24 hours
SELECTED OBJECT CLASSES CAR, BUS, MOTORCYCLE, BICYCLE, PERSON, VAN, TRUCK, HEAVY TRUCK	
REPORT CREATED BY festo.mjogolo@osiris9.com	
REPORT CREATED AT 03/09/2026 15:24:11 (UTC)	
REPORT ID KZ9cb2KNA89LTkNDXQoLFy	



APPROACH			
MOVEMENT			
INTERVAL/CLASS	CAR	BUS	MOTORCYCLE
04/02/2025 16:34:18 - 04/03/2025 16:34:18	74	0	0
SUM	74	0	0
CLASS	CAR	BUS	MOTORCYCLE
MOVEMENT			
APPROACH			

3 - A EB					
3 - A EB → 3 - B EB					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	0	74
0	0	0	0	0	74
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
3 - A EB → 3 - B EB					
3 - A EB					

3 - A EBR					
3 - A EBR → 3 - B EBR					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
29	0	0	0	0	0
29	0	0	0	0	0
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
3 - A EBR → 3 - B EBR					
3 - A EBR					

TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE
0	0	29	7	0	0
0	0	29	7	0	0
TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE

3 - A SB					
3 - A SB → 3 - B SB					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	1	8
0	0	0	0	1	8
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
3 - A SB → 3 - B SB					
3 - A SB					

4 - A EB → 4 - B EB					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
25	0	0	0	0	0
25	0	0	0	0	0
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
4 - A EB → 4 - B EB					

4 - A EB					
TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE
0	1	26	29	0	0
0	1	26	29	0	0
TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE
4 - A EB					

4 - A EB → 4 - B SBR					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	0	29
0	0	0	0	0	29
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
4 - A EB → 4 - B SBR					

4 A NBL					
4 A NBL → 4 - B NBR					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
38	0	0	0	0	1
38	0	0	0	0	1
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
4 A NBL → 4 - B NBR					
4 A NBL					

TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE
0	0	39	53	0	0
0	0	39	53	0	0
TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE

4 - A SB					
4 - A SB → 4 - B SB					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	1	54
0	0	0	0	1	54
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
4 - A SB → 4 - B SB					
4 - A SB					

TOTAL
259
259
TOTAL

APPROACH	3 - A EB	
MOVEMENT	3 - A EB → 3 - B EB	Approach total
04/02/2025 16:34:18 - 04/03/2025 16:34:18		74
SUM	74	74
MOVEMENT	3 - A EB → 3 - B EB	Approach total
APPROACH	3 - A EB	

3 - A EBR		3 - A SB	
3 - A EBR → 3 - B EBR	Approach total	3 - A SB → 3 - B SB	Approach total
29	29	8	8
29	29	8	8
3 - A EBR → 3 - B EBR	Approach total	3 - A SB → 3 - B SB	Approach total
3 - A EBR		3 - A SB	

4 - A EB			4 A NBI
4 - A EB → 4 - B EB	4 - A EB → 4 - B SBR	Approach total	4 A NBL → 4 - B NBR
26	29	55	39
26	29	55	39
4 - A EB → 4 - B EB	4 - A EB → 4 - B SBR	Approach total	4 A NBL → 4 - B NBR
4 - A EB			4 A NBI

L	4 - A SB	
Approach total	4 - A SB → 4 - B SB	Approach total
39	54	54
39	54	54
Approach total	4 - A SB → 4 - B SB	Approach total
L	4 - A SB	

3 - A EBR → 3 - B EBR	CLASIFICACION			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 16:34:18 - 16:34:18	29	0	0	0
TOTAL	29	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	29
0	0	0	0	29
0.00%	0.00%	0.00%	0.00%	100.00%

3 - A EB → 3 - B EB	CLASIFICACION			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 16:34:18 - 16:34:18	74	0	0	0
TOTAL	74	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	74
0	0	0	0	74
0.00%	0.00%	0.00%	0.00%	100.00%

3 - A SB → 3 - B SB	CLASIFICACION			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 16:34:18 - 16:34:18	7	0	0	0
TOTAL	7	0	0	0
CLASS %	87.50%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	1	8
0	0	0	1	8
0.00%	0.00%	0.00%	12.50%	100.00%

4 - A EB → 4 - B EB	CLASIFICACION			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 16:34:18 - 16:34:18	25	0	0	0
TOTAL	25	0	0	0
CLASS %	96.15%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	1	26
0	0	0	1	26
0.00%	0.00%	0.00%	3.85%	100.00%

4 - A EB → 4 - B SBR	CLASIFICACION			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 16:34:18 - 16:34:18	29	0	0	0
TOTAL	29	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	29
0	0	0	0	29
0.00%	0.00%	0.00%	0.00%	100.00%

4 A NBL → 4 - B NBR	CLASIFICACION			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 16:34:18 - 16:34:18	38	0	0	0
TOTAL	38	0	0	0
CLASS %	97.44%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	1	0	0	39
0	1	0	0	39
0.00%	2.56%	0.00%	0.00%	100.00%

4 - A SB → 4 - B SB	CLASIFICACION			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 16:34:18 - 16:34:18	53	0	0	0
TOTAL	53	0	0	0
CLASS %	98.15%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	1	54
0	0	0	1	54
0.00%	0.00%	0.00%	1.85%	100.00%

Traffic Movement Counts Report

PROJECT CR 210 at CR 2209	
DATA SOURCES PM Peak > SW Quadrant 2	GEOLOCATION <u>30°3'22.23"N 81°31'57.95"W</u>
MONITORED INTERVAL 04/02/2025 17:04:00 - 04/02/2025 17:31:02	TIME UNIT 24 hours
SELECTED OBJECT CLASSES CAR, BUS, MOTORCYCLE, BICYCLE, PERSON, VAN, TRUCK, HEAVY TRUCK	
REPORT CREATED BY festo.mjogolo@osiris9.com	
REPORT CREATED AT 03/09/2026 15:25:06 (UTC)	
REPORT ID Jgc1uWxEtE9t6jRC2Scthm	



APPROACH			
MOVEMENT			
INTERVAL/CLASS	CAR	BUS	MOTORCYCLE
04/02/2025 17:04:00 - 04/02/2025 17:31:02	72	0	0
SUM	72	0	0
CLASS	CAR	BUS	MOTORCYCLE
MOVEMENT			
APPROACH			

3 - A EB					
3 - A EB → 3 - B EBL					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	0	72
0	0	0	0	0	72
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
3 - A EB → 3 - B EBL					
3 - A EB					

3 - A EBR					
3 - A EBR → 3 - B EBR					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
26	0	0	0	0	0
26	0	0	0	0	0
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
3 - A EBR → 3 - B EBR					
3 - A EBR					

TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE
0	0	26	14	0	0
0	0	26	14	0	0
TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE

3 - A SB					
3 - A SB → 3 - B SBR					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	0	14
0	0	0	0	0	14
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
3 - A SB → 3 - B SBR					
3 - A SB					

4 - A → 4 - B EBL					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
28	0	0	0	0	0
28	0	0	0	0	0
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
4 - A → 4 - B EBL					

4 - A					
TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE
0	0	28	25	0	0
0	0	28	25	0	0
TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE
4 - A					

4 - A → 4 - B EBR					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	0	25
0	0	0	0	0	25
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
4 - A → 4 - B EBR					

4 - A NB					
4 - A NB → 4 - B NBL					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
38	0	0	0	0	0
38	0	0	0	0	0
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
4 - A NB → 4 - B NBL					
4 - A NB					

TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE
0	0	38	47	0	0
0	0	38	47	0	0
TRUCK	HEAVY TRUCK	ALL	CAR	BUS	MOTORCYCLE

4 - A SB					
4 - A SB → 4 - B SBR					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	1	0	0	48
0	0	1	0	0	48
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
4 - A SB → 4 - B SBR					
4 - A SB					

TOTAL
251
251
TOTAL

APPROACH	3 - A EB	
MOVEMENT	3 - A EB → 3 - B EBL	Approach total
04/02/2025 17:04:00 - 04/02/2025 17:31:02		72
SUM	72	72
MOVEMENT	3 - A EB → 3 - B EBL	Approach total
APPROACH	3 - A EB	

3 - A EBR		3 - A SB	
3 - A EBR → 3 - B EBR	Approach total	3 - A SB → 3 - B SBR	Approach total
26	26	14	14
26	26	14	14
3 - A EBR → 3 - B EBR	Approach total	3 - A SB → 3 - B SBR	Approach total
3 - A EBR		3 - A SB	

4 - A			4 - A NB	
4 - A → 4 - B EBL	4 - A → 4 - B EBR	Approach total	4 - A NB → 4 - B NBL	Approach total
28	25	53	38	38
28	25	53	38	38
4 - A → 4 - B EBL	4 - A → 4 - B EBR	Approach total	4 - A NB → 4 - B NBL	Approach total
4 - A			4 - A NB	

4 - A SB	
4 - A SB → 4 - B SBR	Approach total
48	48
48	48
4 - A SB → 4 - B SBR	Approach total
4 - A SB	

3 - A EBR → 3 - B EBR	CLASIFICACION			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 17:04:00 - 04/02/2025 17:05:00	26	0	0	0
TOTAL	26	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	26
0	0	0	0	26
0.00%	0.00%	0.00%	0.00%	100.00%

3 - A EB → 3 - B EBL	CLASIFICACION			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 17:04:00 - 04/02/2025 17:05:00	72	0	0	0
TOTAL	72	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	72
0	0	0	0	72
0.00%	0.00%	0.00%	0.00%	100.00%

3 - A SB → 3 - B SBR	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 17:04:00 - 04/02/2025 17:	14	0	0	0
TOTAL	14	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	14
0	0	0	0	14
0.00%	0.00%	0.00%	0.00%	100.00%

4 - A NB → 4 - B NBL	CLASIFICACION			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 17:04:00 - 04/02/2025 17:05:00	38	0	0	0
TOTAL	38	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	38
0	0	0	0	38
0.00%	0.00%	0.00%	0.00%	100.00%

4 - A SB → 4 - B SBR	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 17:04:00 - 04/02/2025 17:	47	0	0	0
TOTAL	47	0	0	0
CLASS %	97.92%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	1	0	0	48
0	1	0	0	48
0.00%	2.08%	0.00%	0.00%	100.00%

4 - A → 4 - B EBL	CLASIFICACION			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 17:04:00 - 04/02/2025 17:05:00	28	0	0	0
TOTAL	28	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

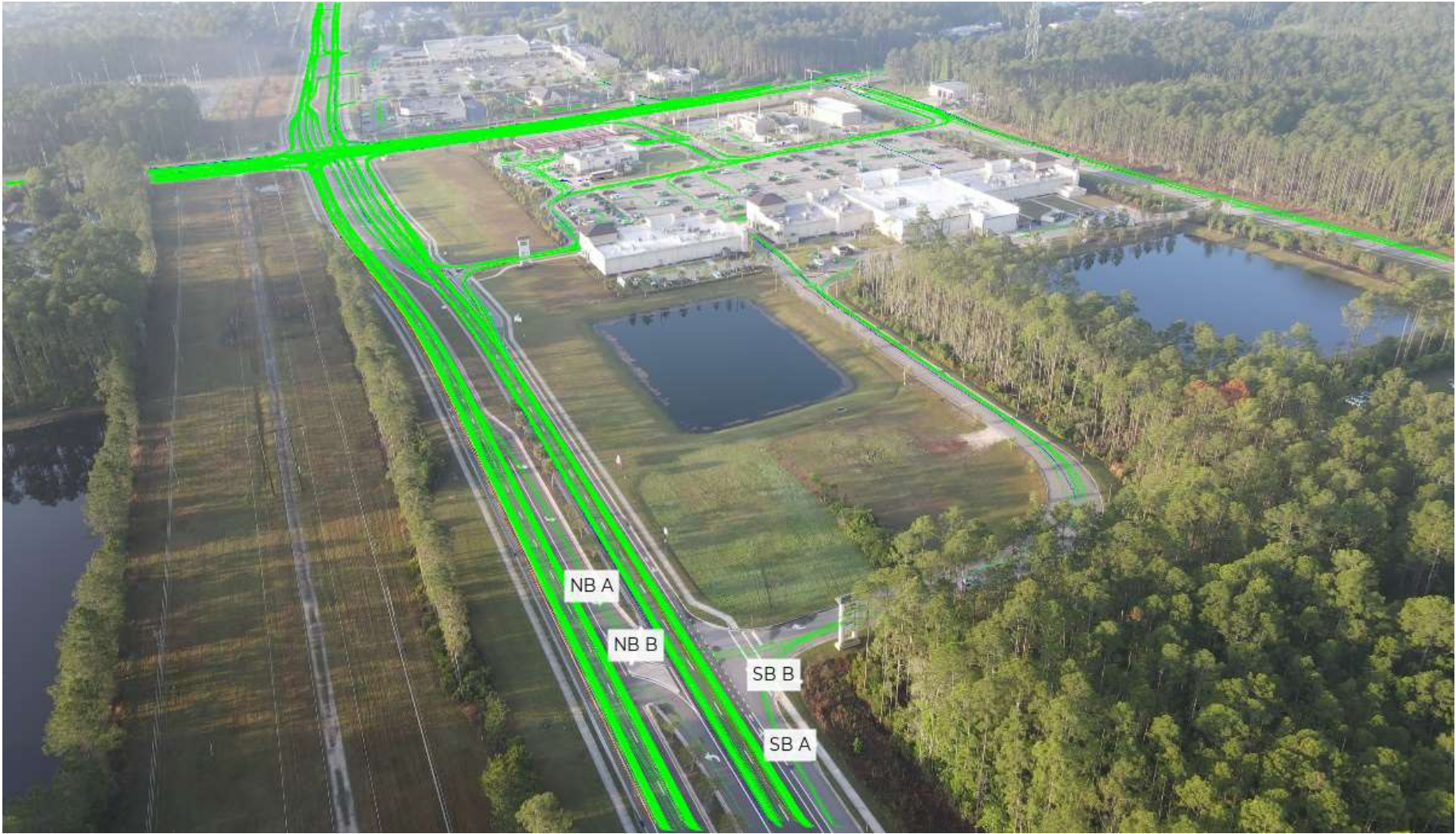
ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	28
0	0	0	0	28
0.00%	0.00%	0.00%	0.00%	100.00%

4 - A → 4 - B EBR	CLASIFICACION			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 17:04:00 - 04/02/2025 17:05:00	25	0	0	0
TOTAL	25	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	25
0	0	0	0	25
0.00%	0.00%	0.00%	0.00%	100.00%

Traffic Movement Counts Report

PROJECT CR 210 at CR 2209	
DATA SOURCES AM Peak > NW - Quadrant - 1st Batch	GEOLOCATION <u>30°3'55.05"N 81°31'58.80"W</u>
MONITORED INTERVAL 04/02/2025 07:56:00 - 04/02/2025 08:11:01	TIME UNIT 24 hours
SELECTED OBJECT CLASSES CAR, BUS, MOTORCYCLE, BICYCLE, PERSON, VAN, TRUCK, HEAVY TRUCK	
REPORT CREATED BY festo.mjogolo@osiris9.com	
REPORT CREATED AT 03/09/2026 15:02:20 (UTC)	
REPORT ID PuG76ep3wg4X4tANKcuW97	



APPROACH			
MOVEMENT			
INTERVAL/CLASS	CAR	BUS	MOTORCYCLE
04/02/2025 07:56:00 - 04/03/2025 07:56:00	4	0	0
SUM	4	0	0
CLASS	CAR	BUS	MOTORCYCLE
MOVEMENT			
APPROACH			

NB A					
NBL					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	0	4
0	0	0	0	0	4
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
NBL					
NB A					

SB A					
SBR					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
7	0	0	0	0	0
7	0	0	0	0	0
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
SBR					
SB A					

TRUCK	HEAVY TRUCK	ALL	TOTAL
0	0	7	11
0	0	7	11
TRUCK	HEAVY TRUCK	ALL	TOTAL

APPROACH	NB A		
MOVEMENT	NBL	Approach total	SBR
04/02/2025 07:56:00 - 04/03/2025 07:56:00		4	7
SUM	4	4	7
MOVEMENT	NBL	Approach total	SBR
APPROACH	NB A		

SB A
Approach total
7
7
Approach total
SB A

[illegible]

[illegible]

Traffic Movement Counts Report

PROJECT CR 210 at CR 2209	
DATA SOURCES AM Peak > NW - Quadrant - 2nd Batch	GEOLOCATION <u>30°3'57.01"N 81°31'49.85"W</u>
MONITORED INTERVAL 04/02/2025 08:15:00 - 04/02/2025 08:29:00	TIME UNIT 24 hours
SELECTED OBJECT CLASSES CAR, BUS, MOTORCYCLE, BICYCLE, PERSON, VAN, TRUCK, HEAVY TRUCK	
REPORT CREATED BY festo.mjogolo@osiris9.com	
REPORT CREATED AT 03/09/2026 15:08:46 (UTC)	
REPORT ID EBmJ8dxXPdAkrXBosbUY7i	



APPROACH			
MOVEMENT			
INTERVAL/CLASS	CAR	BUS	MOTORCYCLE
04/02/2025 08:15:00 - 08:29:00	1	0	0
SUM	1	0	0
CLASS	CAR	BUS	MOTORCYCLE
MOVEMENT			
APPROACH			

NB A					
NBL					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	0	1
0	0	0	0	0	1
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
NBL					
NB A					

SB A					
SBR					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
10	0	0	0	0	0
10	0	0	0	0	0
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
SBR					
SB A					

TRUCK	HEAVY TRUCK	ALL	TOTAL
0	0	10	11
0	0	10	11
TRUCK	HEAVY TRUCK	ALL	TOTAL

APPROACH	NB A		
MOVEMENT	NBL	Approach total	SBR
04/02/2025 08:15:00 - 08:29:00	1	1	10
SUM	1	1	10
MOVEMENT	NBL	Approach total	SBR
APPROACH	NB A		

SB A
Approach total
10
10
Approach total
SB A

NBL	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:15:00 - 08:29:00	1	0	0	0
TOTAL	1	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	1
0	0	0	0	1
0.00%	0.00%	0.00%	0.00%	100.00%

[illegible]

Traffic Movement Counts Report

PROJECT CR 210 at CR 2209	
DATA SOURCES AM Peak > NW - Quadrant - 3rd Batch	GEOLOCATION <u>30°3'55.05"N 81°31'59.74"W</u>
MONITORED INTERVAL 04/02/2025 08:33:00 - 04/02/2025 08:48:01	TIME UNIT 24 hours
SELECTED OBJECT CLASSES CAR, BUS, MOTORCYCLE, BICYCLE, PERSON, VAN, TRUCK, HEAVY TRUCK	
REPORT CREATED BY festo.mjogolo@osiris9.com	
REPORT CREATED AT 03/09/2026 15:09:05 (UTC)	
REPORT ID BMfu9b2j5wXxQj7KkDFBSw	



APPROACH			
MOVEMENT			
INTERVAL/CLASS	CAR	BUS	MOTORCYCLE
04/02/2025 08:33:00 - 08:48:00	8	0	0
SUM	8	0	0
CLASS	CAR	BUS	MOTORCYCLE
MOVEMENT			
APPROACH			

SB A					
SBR					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	0	8
0	0	0	0	0	8
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
SBR					
SB A					

TOTAL
8
8
TOTAL

APPROACH	SB A	
MOVEMENT	SBR	Approach total
04/02/2025 08:33:00 - 08:48:00	8	8
SUM	8	8
MOVEMENT	SBR	Approach total
APPROACH	SB A	

SBR	CLASS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:33:00 - 08:48:00	8	0	0	0
TOTAL	8	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	8
0	0	0	0	8
0.00%	0.00%	0.00%	0.00%	100.00%

Traffic Movement Counts Report

PROJECT CR 210 at CR 2209	
DATA SOURCES AM Peak > NW - Quadrant - 4th Batch	GEOLOCATION <u>30°3'57.22"N 81°31'48.13"W</u>
MONITORED INTERVAL 04/02/2025 08:51:00 - 04/02/2025 09:06:01	TIME UNIT 24 hours
SELECTED OBJECT CLASSES CAR, BUS, MOTORCYCLE, BICYCLE, PERSON, VAN, TRUCK, HEAVY TRUCK	
REPORT CREATED BY festo.mjogolo@osiris9.com	
REPORT CREATED AT 03/09/2026 15:09:22 (UTC)	
REPORT ID TKVHcLYNN25KVfokYr9G6d	



APPROACH			
MOVEMENT			
INTERVAL/CLASS	CAR	BUS	MOTORCYCLE
04/02/2025 08:51:00 - 09:06:00	4	0	0
SUM	4	0	0
CLASS	CAR	BUS	MOTORCYCLE
MOVEMENT			
APPROACH			

NB A					
NBL					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	0	4
0	0	0	0	0	4
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
NBL					
NB A					

SB A					
SBR					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
6	0	0	0	0	0
6	0	0	0	0	0
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
SBR					
SB A					

TRUCK	HEAVY TRUCK	ALL	TOTAL
0	0	6	10
0	0	6	10
TRUCK	HEAVY TRUCK	ALL	TOTAL

APPROACH	NB A		
MOVEMENT	NBL	Approach total	SBR
04/02/2025 08:51:00 - 09:06:00	4	4	6
SUM	4	4	6
MOVEMENT	NBL	Approach total	SBR
APPROACH	NB A		

SB A
Approach total
6
6
Approach total
SB A

NBL	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:51:00 - 09:06:00	4	0	0	0
TOTAL	4	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	4
0	0	0	0	4
0.00%	0.00%	0.00%	0.00%	100.00%

SBR	CLASS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 08:51:00 - 09:06:00	6	0	0	0
TOTAL	6	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	6
0	0	0	0	6
0.00%	0.00%	0.00%	0.00%	100.00%

Traffic Movement Counts Report

PROJECT CR 210 at CR 2209	
DATA SOURCES PM Peak > NW Quadrant - Batch 1	GEOLOCATION <u>30°3'54.83"N 81°31'59.50"W</u>
MONITORED INTERVAL 04/02/2025 16:36:13 - 04/02/2025 16:51:14	TIME UNIT 24 hours
SELECTED OBJECT CLASSES CAR, BUS, MOTORCYCLE, BICYCLE, PERSON, VAN, TRUCK, HEAVY TRUCK	
REPORT CREATED BY festo.mjogolo@osiris9.com	
REPORT CREATED AT 03/09/2026 15:25:39 (UTC)	
REPORT ID DZPjLXPEAz79AUmfXhsy5G	



APPROACH			
MOVEMENT			
INTERVAL/CLASS	CAR	BUS	MOTORCYCLE
04/02/2025 16:36:13 - 04/02/2025 16:51:13	1	0	0
SUM	1	0	0
CLASS	CAR	BUS	MOTORCYCLE
MOVEMENT			
APPROACH			

NB A					
NBL					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	0	1
0	0	0	0	0	1
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
NBL					
NB A					

SB A					
SBR					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
58	0	0	0	0	0
58	0	0	0	0	0
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
SBR					
SB A					

TRUCK	HEAVY TRUCK	ALL	TOTAL
0	0	58	59
0	0	58	59
TRUCK	HEAVY TRUCK	ALL	TOTAL

APPROACH	NB A		
MOVEMENT	NBL	Approach total	SBR
04/02/2025 16:36:13 - 04/02/2025 16:51:13		1	58
SUM	1	1	58
MOVEMENT	NBL	Approach total	SBR
APPROACH	NB A		

SB A
Approach total
58
58
Approach total
SB A

NBL	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 16:36:13 - 04/02/2025 16:	1	0	0	0
TOTAL	1	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

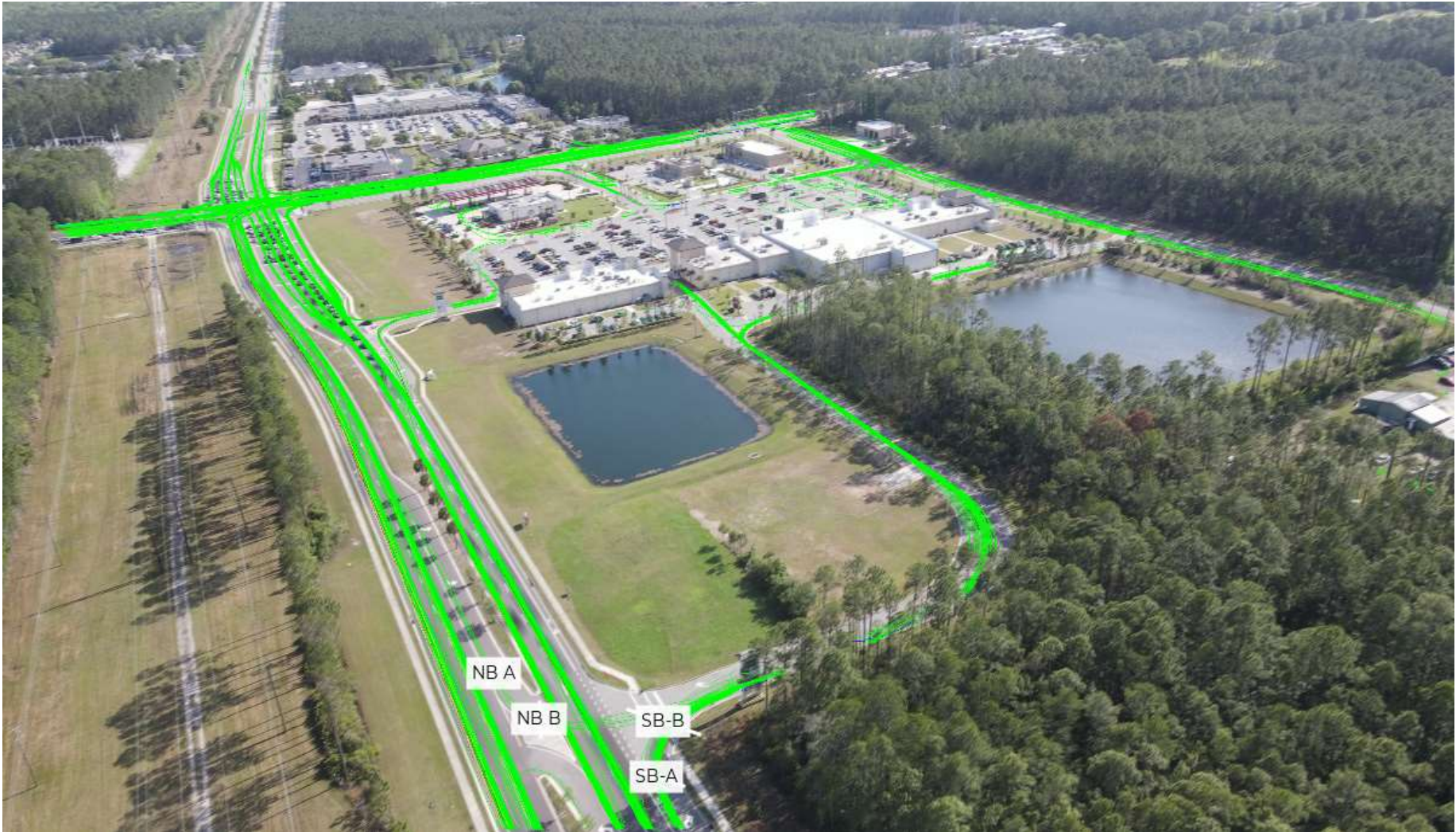
ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	1
0	0	0	0	1
0.00%	0.00%	0.00%	0.00%	100.00%

SBR	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 16:36:13 - 04/02/2025 16:	58	0	0	0
TOTAL	58	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	58
0	0	0	0	58
0.00%	0.00%	0.00%	0.00%	100.00%

Traffic Movement Counts Report

PROJECT CR 210 at CR 2209	
DATA SOURCES PM Peak > NW Quadrant - Batch 2	GEOLOCATION <u>30°3'59.50"N 81°31'49.22"W</u>
MONITORED INTERVAL 04/02/2025 16:54:00 - 04/02/2025 17:09:04	TIME UNIT 24 hours
SELECTED OBJECT CLASSES CAR, BUS, MOTORCYCLE, BICYCLE, PERSON, VAN, TRUCK, HEAVY TRUCK	
REPORT CREATED BY festo.mjogolo@osiris9.com	
REPORT CREATED AT 03/09/2026 15:25:58 (UTC)	
REPORT ID XdUpq8iwiAkYWGUYHNpeXu	



APPROACH			
MOVEMENT			
INTERVAL/CLASS	CAR	BUS	MOTORCYCLE
04/02/2025 16:54:00 - 17:09:00	5	0	0
SUM	5	0	0
CLASS	CAR	BUS	MOTORCYCLE
MOVEMENT			
APPROACH			

NB A					
NBL					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	0	5
0	0	0	0	0	5
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
NBL					
NB A					

SB-A					
SBR					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
59	0	0	0	0	1
59	0	0	0	0	1
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
SBR					
SB-A					

TRUCK	HEAVY TRUCK	ALL	TOTAL
0	1	61	66
0	1	61	66
TRUCK	HEAVY TRUCK	ALL	TOTAL

APPROACH	NB A		
MOVEMENT	NBL	Approach total	SBR
04/02/2025 16:54:00 - 17:09:00	5	5	61
SUM	5	5	61
MOVEMENT	NBL	Approach total	SBR
APPROACH	NB A		

SB-A
Approach total
61
61
Approach total
SB-A

NBL	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 16:54:00 - 17:09:00	5	0	0	0
TOTAL	5	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	5
0	0	0	0	5
0.00%	0.00%	0.00%	0.00%	100.00%

SBR	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 16:54:00 - 17:09:00	59	0	0	0
TOTAL	59	0	0	0
CLASS %	96.72%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	1	0	1	61
0	1	0	1	61
0.00%	1.64%	0.00%	1.64%	100.00%

Traffic Movement Counts Report

PROJECT CR 210 at CR 2209	
DATA SOURCES PM Peak > NW Quadrant - Batch 3	GEOLOCATION <u>30°3'57.17"N 81°31'48.76"W</u>
MONITORED INTERVAL 04/02/2025 17:15:20 - 04/02/2025 17:30:21	TIME UNIT 24 hours
SELECTED OBJECT CLASSES CAR, BUS, MOTORCYCLE, BICYCLE, PERSON, VAN, TRUCK, HEAVY TRUCK	
REPORT CREATED BY festo.mjogolo@osiris9.com	
REPORT CREATED AT 03/09/2026 15:29:55 (UTC)	
REPORT ID K6swa71YaKNcxQF1NMJotw	



APPROACH			
MOVEMENT			
INTERVAL/CLASS	CAR	BUS	MOTORCYCLE
04/02/2025 17:15:20 - 04/02/2025 17:30:21	1	0	0
SUM	1	0	0
CLASS	CAR	BUS	MOTORCYCLE
MOVEMENT			
APPROACH			

NB A					
NBL					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	0	1
0	0	0	0	0	1
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
NBL					
NB A					

SB A					
SBR					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
61	0	0	0	0	0
61	0	0	0	0	0
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
SBR					
SB A					

TRUCK	HEAVY TRUCK	ALL	TOTAL
0	0	61	62
0	0	61	62
TRUCK	HEAVY TRUCK	ALL	TOTAL

APPROACH	NB A		
MOVEMENT	NBL	Approach total	SBR
04/02/2025 17:15:20 - 04/02/2025 17:30:21		1	61
SUM	1	1	61
MOVEMENT	NBL	Approach total	SBR
APPROACH	NB A		

SB A
Approach total
61
61
Approach total
SB A

NBL	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 17:15:20 - 04/02/2025 17:	1	0	0	0
TOTAL	1	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	1
0	0	0	0	1
0.00%	0.00%	0.00%	0.00%	100.00%

SBR	CLASS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 17:15:20 - 04/02/2025 17:	61	0	0	0
TOTAL	61	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	61
0	0	0	0	61
0.00%	0.00%	0.00%	0.00%	100.00%

Traffic Movement Counts Report

PROJECT CR 210 at CR 2209	
DATA SOURCES PM Peak > NW Quadrant - Batch 4	GEOLOCATION <u>30°3'56.97"N 81°31'49.45"W</u>
MONITORED INTERVAL 04/02/2025 17:33:17 - 04/02/2025 17:48:18	TIME UNIT 24 hours
SELECTED OBJECT CLASSES CAR, BUS, MOTORCYCLE, BICYCLE, PERSON, VAN, TRUCK, HEAVY TRUCK	
REPORT CREATED BY festo.mjogolo@osiris9.com	
REPORT CREATED AT 03/09/2026 15:30:08 (UTC)	
REPORT ID EN8JRahH14hhn1x6R16Zse	



APPROACH			
MOVEMENT			
INTERVAL/CLASS	CAR	BUS	MOTORCYCLE
04/02/2025 17:33:17 - 04/02/2025 17:48:18	1	0	0
SUM	1	0	0
CLASS	CAR	BUS	MOTORCYCLE
MOVEMENT			
APPROACH			

NB A					
NBL					
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
0	0	0	0	0	1
0	0	0	0	0	1
BICYCLE	PERSON	VAN	TRUCK	HEAVY TRUCK	ALL
NBL					
NB A					

SB A					
SBR					
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
54	0	0	0	0	0
54	0	0	0	0	0
CAR	BUS	MOTORCYCLE	BICYCLE	PERSON	VAN
SBR					
SB A					

TRUCK	HEAVY TRUCK	ALL	TOTAL
0	0	54	55
0	0	54	55
TRUCK	HEAVY TRUCK	ALL	TOTAL

APPROACH	NB A		
MOVEMENT	NBL	Approach total	SBR
04/02/2025 17:33:17 - 04/02/2025 17:48:18		1	54
SUM	1	1	54
MOVEMENT	NBL	Approach total	SBR
APPROACH	NB A		

SB A
Approach total
54
54
Approach total
SB A

NBL	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 17:33:17 - 04/02/2025 17:	1	0	0	0
TOTAL	1	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	1
0	0	0	0	1
0.00%	0.00%	0.00%	0.00%	100.00%

SBR	CLAS			
INTERVAL	CAR	BUS	MOTORCYCLE	BICYCLE
04/02/2025 17:33:17 - 04/02/2025 17:	54	0	0	0
TOTAL	54	0	0	0
CLASS %	100.00%	0.00%	0.00%	0.00%

ASS				
PERSON	VAN	TRUCK	HEAVY TRUCK	TOTAL
0	0	0	0	54
0	0	0	0	54
0.00%	0.00%	0.00%	0.00%	100.00%

Appendix B:
2024 Peak Season Factor Category Report

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7800 ST JOHNS COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2024 - 01/06/2024	1.05	1.09
2	01/07/2024 - 01/13/2024	1.06	1.10
3	01/14/2024 - 01/20/2024	1.06	1.10
4	01/21/2024 - 01/27/2024	1.04	1.08
5	01/28/2024 - 02/03/2024	1.02	1.06
6	02/04/2024 - 02/10/2024	1.00	1.04
7	02/11/2024 - 02/17/2024	0.98	1.02
8	02/18/2024 - 02/24/2024	0.97	1.01
9	02/25/2024 - 03/02/2024	0.97	1.01
*10	03/03/2024 - 03/09/2024	0.96	1.00
*11	03/10/2024 - 03/16/2024	0.95	0.99
*12	03/17/2024 - 03/23/2024	0.95	0.99
*13	03/24/2024 - 03/30/2024	0.95	0.99
*14	03/31/2024 - 04/06/2024	0.95	0.99
*15	04/07/2024 - 04/13/2024	0.95	0.99
*16	04/14/2024 - 04/20/2024	0.95	0.99
*17	04/21/2024 - 04/27/2024	0.96	1.00
*18	04/28/2024 - 05/04/2024	0.96	1.00
*19	05/05/2024 - 05/11/2024	0.96	1.00
*20	05/12/2024 - 05/18/2024	0.96	1.00
*21	05/19/2024 - 05/25/2024	0.97	1.01
*22	05/26/2024 - 06/01/2024	0.97	1.01
23	06/02/2024 - 06/08/2024	0.98	1.02
24	06/09/2024 - 06/15/2024	0.98	1.02
25	06/16/2024 - 06/22/2024	0.99	1.03
26	06/23/2024 - 06/29/2024	1.00	1.04
27	06/30/2024 - 07/06/2024	1.00	1.04
28	07/07/2024 - 07/13/2024	1.01	1.05
29	07/14/2024 - 07/20/2024	1.02	1.06
30	07/21/2024 - 07/27/2024	1.02	1.06
31	07/28/2024 - 08/03/2024	1.02	1.06
32	08/04/2024 - 08/10/2024	1.02	1.06
33	08/11/2024 - 08/17/2024	1.02	1.06
34	08/18/2024 - 08/24/2024	1.02	1.06
35	08/25/2024 - 08/31/2024	1.03	1.07
36	09/01/2024 - 09/07/2024	1.03	1.07
37	09/08/2024 - 09/14/2024	1.03	1.07
38	09/15/2024 - 09/21/2024	1.04	1.08
39	09/22/2024 - 09/28/2024	1.03	1.07
40	09/29/2024 - 10/05/2024	1.03	1.07
41	10/06/2024 - 10/12/2024	1.02	1.06
42	10/13/2024 - 10/19/2024	1.02	1.06
43	10/20/2024 - 10/26/2024	1.02	1.06
44	10/27/2024 - 11/02/2024	1.02	1.06
45	11/03/2024 - 11/09/2024	1.02	1.06
46	11/10/2024 - 11/16/2024	1.02	1.06
47	11/17/2024 - 11/23/2024	1.02	1.06
48	11/24/2024 - 11/30/2024	1.03	1.07
49	12/01/2024 - 12/07/2024	1.04	1.08
50	12/08/2024 - 12/14/2024	1.04	1.08
51	12/15/2024 - 12/21/2024	1.05	1.09
52	12/22/2024 - 12/28/2024	1.06	1.10
53	12/29/2024 - 12/31/2024	1.06	1.10

* PEAK SEASON

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2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7895 ST JOHNS I95

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2024 - 01/06/2024	0.95	0.98
2	01/07/2024 - 01/13/2024	1.01	1.04
3	01/14/2024 - 01/20/2024	1.06	1.09
4	01/21/2024 - 01/27/2024	1.05	1.08
5	01/28/2024 - 02/03/2024	1.04	1.07
6	02/04/2024 - 02/10/2024	1.02	1.05
7	02/11/2024 - 02/17/2024	1.01	1.04
8	02/18/2024 - 02/24/2024	0.99	1.02
9	02/25/2024 - 03/02/2024	0.98	1.01
*10	03/03/2024 - 03/09/2024	0.97	1.00
*11	03/10/2024 - 03/16/2024	0.95	0.98
*12	03/17/2024 - 03/23/2024	0.96	0.99
*13	03/24/2024 - 03/30/2024	0.96	0.99
*14	03/31/2024 - 04/06/2024	0.97	1.00
*15	04/07/2024 - 04/13/2024	0.97	1.00
*16	04/14/2024 - 04/20/2024	0.98	1.01
*17	04/21/2024 - 04/27/2024	0.98	1.01
*18	04/28/2024 - 05/04/2024	0.98	1.01
*19	05/05/2024 - 05/11/2024	0.98	1.01
*20	05/12/2024 - 05/18/2024	0.98	1.01
*21	05/19/2024 - 05/25/2024	0.98	1.01
*22	05/26/2024 - 06/01/2024	0.98	1.01
23	06/02/2024 - 06/08/2024	0.98	1.01
24	06/09/2024 - 06/15/2024	0.98	1.01
25	06/16/2024 - 06/22/2024	0.99	1.02
26	06/23/2024 - 06/29/2024	0.99	1.02
27	06/30/2024 - 07/06/2024	0.99	1.02
28	07/07/2024 - 07/13/2024	0.99	1.02
29	07/14/2024 - 07/20/2024	0.99	1.02
30	07/21/2024 - 07/27/2024	1.00	1.03
31	07/28/2024 - 08/03/2024	1.01	1.04
32	08/04/2024 - 08/10/2024	1.02	1.05
33	08/11/2024 - 08/17/2024	1.03	1.06
34	08/18/2024 - 08/24/2024	1.04	1.07
35	08/25/2024 - 08/31/2024	1.06	1.09
36	09/01/2024 - 09/07/2024	1.07	1.10
37	09/08/2024 - 09/14/2024	1.08	1.11
38	09/15/2024 - 09/21/2024	1.09	1.12
39	09/22/2024 - 09/28/2024	1.07	1.10
40	09/29/2024 - 10/05/2024	1.05	1.08
41	10/06/2024 - 10/12/2024	1.03	1.06
42	10/13/2024 - 10/19/2024	1.01	1.04
43	10/20/2024 - 10/26/2024	1.00	1.03
44	10/27/2024 - 11/02/2024	1.00	1.03
45	11/03/2024 - 11/09/2024	0.99	1.02
46	11/10/2024 - 11/16/2024	0.98	1.01
47	11/17/2024 - 11/23/2024	0.98	1.01
48	11/24/2024 - 11/30/2024	0.97	1.00
49	12/01/2024 - 12/07/2024	0.97	1.00
50	12/08/2024 - 12/14/2024	0.96	0.99
51	12/15/2024 - 12/21/2024	0.95	0.98
52	12/22/2024 - 12/28/2024	1.01	1.04
53	12/29/2024 - 12/31/2024	1.06	1.09

* PEAK SEASON

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Appendix C:
2024 Weekly Axle Factor Category Report

2024 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 78 - ST.JOHNS

WEEK	DATES	A1A, CR203 - DUVAL C	7801 SR312, SR207 - SR5	7802 SR5/US1, FLAGLER - S	7803 SR5A	7804
1	01/01/2024 - 01/06/2024	0.99	0.99	0.99	0.99	0.99
2	01/07/2024 - 01/13/2024	0.99	0.99	0.99	0.99	0.99
3	01/14/2024 - 01/20/2024	0.99	0.99	0.99	0.99	0.99
4	01/21/2024 - 01/27/2024	0.99	0.99	0.99	0.99	0.99
5	01/28/2024 - 02/03/2024	0.99	0.99	0.99	0.99	0.99
6	02/04/2024 - 02/10/2024	0.99	0.99	0.99	0.99	0.99
7	02/11/2024 - 02/17/2024	0.99	0.99	0.99	0.99	0.99
8	02/18/2024 - 02/24/2024	0.99	0.99	0.99	0.99	0.99
9	02/25/2024 - 03/02/2024	0.99	0.99	0.99	0.99	0.99
10	03/03/2024 - 03/09/2024	0.99	0.99	0.99	0.99	0.99
11	03/10/2024 - 03/16/2024	0.99	0.99	0.99	0.99	0.99
12	03/17/2024 - 03/23/2024	0.99	0.99	0.99	0.99	0.99
13	03/24/2024 - 03/30/2024	0.99	0.99	0.99	0.99	0.99
14	03/31/2024 - 04/06/2024	0.99	0.99	0.99	0.99	0.99
15	04/07/2024 - 04/13/2024	0.99	0.99	0.99	0.99	0.99
16	04/14/2024 - 04/20/2024	0.99	0.99	0.99	0.99	0.99
17	04/21/2024 - 04/27/2024	0.99	0.99	0.99	0.99	0.99
18	04/28/2024 - 05/04/2024	0.99	0.99	0.99	0.99	0.99
19	05/05/2024 - 05/11/2024	0.99	0.99	0.99	0.99	0.99
20	05/12/2024 - 05/18/2024	0.99	0.99	0.99	0.99	0.99
21	05/19/2024 - 05/25/2024	0.99	0.99	0.99	0.99	0.99
22	05/26/2024 - 06/01/2024	0.99	0.99	0.99	0.99	0.99
23	06/02/2024 - 06/08/2024	0.99	0.99	0.99	0.99	0.99
24	06/09/2024 - 06/15/2024	0.99	0.99	0.99	0.99	0.99
25	06/16/2024 - 06/22/2024	0.99	0.99	0.99	0.99	0.99
26	06/23/2024 - 06/29/2024	0.99	0.99	0.99	0.99	0.99
27	06/30/2024 - 07/06/2024	0.99	0.99	0.99	0.99	0.99
28	07/07/2024 - 07/13/2024	0.99	0.99	0.99	0.99	0.99
29	07/14/2024 - 07/20/2024	0.99	0.99	0.99	0.99	0.99
30	07/21/2024 - 07/27/2024	0.99	0.99	0.99	0.99	0.99
31	07/28/2024 - 08/03/2024	0.99	0.99	0.99	0.99	0.99
32	08/04/2024 - 08/10/2024	0.99	0.99	0.99	0.99	0.99
33	08/11/2024 - 08/17/2024	0.99	0.99	0.99	0.99	0.99
34	08/18/2024 - 08/24/2024	0.99	0.99	0.99	0.99	0.99
35	08/25/2024 - 08/31/2024	0.99	0.99	0.99	0.99	0.99
36	09/01/2024 - 09/07/2024	0.99	0.99	0.99	0.99	0.99
37	09/08/2024 - 09/14/2024	0.99	0.99	0.99	0.99	0.99
38	09/15/2024 - 09/21/2024	0.99	0.99	0.99	0.99	0.99
39	09/22/2024 - 09/28/2024	0.99	0.99	0.99	0.99	0.99
40	09/29/2024 - 10/05/2024	0.99	0.99	0.99	0.99	0.99
41	10/06/2024 - 10/12/2024	0.99	0.99	0.99	0.99	0.99
42	10/13/2024 - 10/19/2024	0.99	0.99	0.99	0.99	0.99
43	10/20/2024 - 10/26/2024	0.99	0.99	0.99	0.99	0.99
44	10/27/2024 - 11/02/2024	0.99	0.99	0.99	0.99	0.99
45	11/03/2024 - 11/09/2024	0.99	0.99	0.99	0.99	0.99
46	11/10/2024 - 11/16/2024	0.99	0.99	0.99	0.99	0.99
47	11/17/2024 - 11/23/2024	0.99	0.99	0.99	0.99	0.99
48	11/24/2024 - 11/30/2024	0.99	0.99	0.99	0.99	0.99
49	12/01/2024 - 12/07/2024	0.99	0.99	0.99	0.99	0.99
50	12/08/2024 - 12/14/2024	0.99	0.99	0.99	0.99	0.99
51	12/15/2024 - 12/21/2024	0.99	0.99	0.99	0.99	0.99
52	12/22/2024 - 12/28/2024	0.99	0.99	0.99	0.99	0.99
53	12/29/2024 - 12/31/2024	0.99	0.99	0.99	0.99	0.99

2024 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 78 - ST.JOHNS

WEEK	DATES	SR5/US1, SR16 - DUVA	7805	A1A, SR5A - CR203	7806	A1A, FLAGLER CO/L -	7807	SR207	7808
1	01/01/2024 - 01/06/2024		0.99		0.99		0.99		0.95
2	01/07/2024 - 01/13/2024		0.99		0.99		0.99		0.95
3	01/14/2024 - 01/20/2024		0.99		0.99		0.99		0.95
4	01/21/2024 - 01/27/2024		0.99		0.99		0.99		0.95
5	01/28/2024 - 02/03/2024		0.99		0.99		0.99		0.95
6	02/04/2024 - 02/10/2024		0.99		0.99		0.99		0.95
7	02/11/2024 - 02/17/2024		0.99		0.99		0.99		0.95
8	02/18/2024 - 02/24/2024		0.99		0.99		0.99		0.95
9	02/25/2024 - 03/02/2024		0.99		0.99		0.99		0.95
10	03/03/2024 - 03/09/2024		0.99		0.99		0.99		0.95
11	03/10/2024 - 03/16/2024		0.99		0.99		0.99		0.95
12	03/17/2024 - 03/23/2024		0.99		0.99		0.99		0.95
13	03/24/2024 - 03/30/2024		0.99		0.99		0.99		0.95
14	03/31/2024 - 04/06/2024		0.99		0.99		0.99		0.95
15	04/07/2024 - 04/13/2024		0.99		0.99		0.99		0.95
16	04/14/2024 - 04/20/2024		0.99		0.99		0.99		0.95
17	04/21/2024 - 04/27/2024		0.99		0.99		0.99		0.95
18	04/28/2024 - 05/04/2024		0.99		0.99		0.99		0.95
19	05/05/2024 - 05/11/2024		0.99		0.99		0.99		0.95
20	05/12/2024 - 05/18/2024		0.99		0.99		0.99		0.95
21	05/19/2024 - 05/25/2024		0.99		0.99		0.99		0.95
22	05/26/2024 - 06/01/2024		0.99		0.99		0.99		0.95
23	06/02/2024 - 06/08/2024		0.99		0.99		0.99		0.95
24	06/09/2024 - 06/15/2024		0.99		0.99		0.99		0.95
25	06/16/2024 - 06/22/2024		0.99		0.99		0.99		0.95
26	06/23/2024 - 06/29/2024		0.99		0.99		0.99		0.95
27	06/30/2024 - 07/06/2024		0.99		0.99		0.99		0.95
28	07/07/2024 - 07/13/2024		0.99		0.99		0.99		0.95
29	07/14/2024 - 07/20/2024		0.99		0.99		0.99		0.95
30	07/21/2024 - 07/27/2024		0.99		0.99		0.99		0.95
31	07/28/2024 - 08/03/2024		0.99		0.99		0.99		0.95
32	08/04/2024 - 08/10/2024		0.99		0.99		0.99		0.95
33	08/11/2024 - 08/17/2024		0.99		0.99		0.99		0.95
34	08/18/2024 - 08/24/2024		0.99		0.99		0.99		0.95
35	08/25/2024 - 08/31/2024		0.99		0.99		0.99		0.95
36	09/01/2024 - 09/07/2024		0.99		0.99		0.99		0.95
37	09/08/2024 - 09/14/2024		0.99		0.99		0.99		0.95
38	09/15/2024 - 09/21/2024		0.99		0.99		0.99		0.95
39	09/22/2024 - 09/28/2024		0.99		0.99		0.99		0.95
40	09/29/2024 - 10/05/2024		0.99		0.99		0.99		0.95
41	10/06/2024 - 10/12/2024		0.99		0.99		0.99		0.95
42	10/13/2024 - 10/19/2024		0.99		0.99		0.99		0.95
43	10/20/2024 - 10/26/2024		0.99		0.99		0.99		0.95
44	10/27/2024 - 11/02/2024		0.99		0.99		0.99		0.95
45	11/03/2024 - 11/09/2024		0.99		0.99		0.99		0.95
46	11/10/2024 - 11/16/2024		0.99		0.99		0.99		0.95
47	11/17/2024 - 11/23/2024		0.99		0.99		0.99		0.95
48	11/24/2024 - 11/30/2024		0.99		0.99		0.99		0.95
49	12/01/2024 - 12/07/2024		0.99		0.99		0.99		0.95
50	12/08/2024 - 12/14/2024		0.99		0.99		0.99		0.95
51	12/15/2024 - 12/21/2024		0.99		0.99		0.99		0.95
52	12/22/2024 - 12/28/2024		0.99		0.99		0.99		0.95
53	12/29/2024 - 12/31/2024		0.99		0.99		0.99		0.95

2024 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 78 - ST.JOHNS

WEEK	DATES	SR16, CLAY CO/L - SR	7809	SR13	7810	I95, FLAGER-S.R.16	7811	SR206	7812
1	01/01/2024 - 01/06/2024		0.99		0.99		0.95		0.96
2	01/07/2024 - 01/13/2024		0.99		0.99		0.98		0.96
3	01/14/2024 - 01/20/2024		0.99		0.99		1.00		0.96
4	01/21/2024 - 01/27/2024		0.99		0.99		1.00		0.96
5	01/28/2024 - 02/03/2024		0.99		0.99		1.00		0.96
6	02/04/2024 - 02/10/2024		0.99		0.99		1.00		0.96
7	02/11/2024 - 02/17/2024		0.99		0.99		1.00		0.96
8	02/18/2024 - 02/24/2024		0.99		0.99		1.00		0.96
9	02/25/2024 - 03/02/2024		0.99		0.99		1.00		0.96
10	03/03/2024 - 03/09/2024		0.99		0.99		0.99		0.96
11	03/10/2024 - 03/16/2024		0.99		0.99		0.99		0.96
12	03/17/2024 - 03/23/2024		0.99		0.99		0.99		0.96
13	03/24/2024 - 03/30/2024		0.99		0.99		0.99		0.96
14	03/31/2024 - 04/06/2024		0.99		0.98		0.99		0.96
15	04/07/2024 - 04/13/2024		0.99		0.98		0.99		0.96
16	04/14/2024 - 04/20/2024		0.99		0.98		0.99		0.96
17	04/21/2024 - 04/27/2024		0.99		0.98		0.98		0.96
18	04/28/2024 - 05/04/2024		0.99		0.98		0.98		0.96
19	05/05/2024 - 05/11/2024		0.99		0.98		0.97		0.96
20	05/12/2024 - 05/18/2024		0.99		0.98		0.96		0.96
21	05/19/2024 - 05/25/2024		0.99		0.98		0.96		0.96
22	05/26/2024 - 06/01/2024		0.99		0.98		0.96		0.96
23	06/02/2024 - 06/08/2024		0.99		0.98		0.96		0.96
24	06/09/2024 - 06/15/2024		0.99		0.98		0.96		0.96
25	06/16/2024 - 06/22/2024		0.99		0.98		0.96		0.96
26	06/23/2024 - 06/29/2024		0.99		0.98		0.96		0.96
27	06/30/2024 - 07/06/2024		0.99		0.98		0.96		0.96
28	07/07/2024 - 07/13/2024		0.99		0.98		0.96		0.96
29	07/14/2024 - 07/20/2024		0.99		0.98		0.96		0.96
30	07/21/2024 - 07/27/2024		0.99		0.97		0.96		0.96
31	07/28/2024 - 08/03/2024		0.99		0.97		0.96		0.96
32	08/04/2024 - 08/10/2024		0.99		0.96		0.96		0.96
33	08/11/2024 - 08/17/2024		0.99		0.95		0.96		0.96
34	08/18/2024 - 08/24/2024		0.99		0.96		0.95		0.96
35	08/25/2024 - 08/31/2024		0.99		0.97		0.95		0.96
36	09/01/2024 - 09/07/2024		0.99		0.97		0.95		0.96
37	09/08/2024 - 09/14/2024		0.99		0.98		0.95		0.96
38	09/15/2024 - 09/21/2024		0.99		0.98		0.95		0.96
39	09/22/2024 - 09/28/2024		0.99		0.98		0.95		0.96
40	09/29/2024 - 10/05/2024		0.99		0.98		0.95		0.96
41	10/06/2024 - 10/12/2024		0.99		0.98		0.95		0.96
42	10/13/2024 - 10/19/2024		0.99		0.98		0.95		0.96
43	10/20/2024 - 10/26/2024		0.99		0.98		0.95		0.96
44	10/27/2024 - 11/02/2024		0.99		0.98		0.95		0.96
45	11/03/2024 - 11/09/2024		0.99		0.98		0.95		0.96
46	11/10/2024 - 11/16/2024		0.99		0.98		0.95		0.96
47	11/17/2024 - 11/23/2024		0.99		0.98		0.95		0.96
48	11/24/2024 - 11/30/2024		0.99		0.98		0.95		0.96
49	12/01/2024 - 12/07/2024		0.99		0.99		0.95		0.96
50	12/08/2024 - 12/14/2024		0.99		0.99		0.95		0.96
51	12/15/2024 - 12/21/2024		0.99		0.99		0.95		0.96
52	12/22/2024 - 12/28/2024		0.99		0.99		0.98		0.96
53	12/29/2024 - 12/31/2024		0.99		0.99		1.00		0.96

2024 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 78 - ST.JOHNS

WEEK	DATES	7813 CR13A, CR16A & CR210	7814 I95, SR16 - DUVAL CO	7815 S.R.312 S.R.5-OLD A1A
1	01/01/2024 - 01/06/2024	0.99	0.95	0.99
2	01/07/2024 - 01/13/2024	0.99	0.98	0.99
3	01/14/2024 - 01/20/2024	0.99	1.00	0.99
4	01/21/2024 - 01/27/2024	0.99	1.00	0.99
5	01/28/2024 - 02/03/2024	0.99	1.00	0.99
6	02/04/2024 - 02/10/2024	0.99	0.99	0.99
7	02/11/2024 - 02/17/2024	0.99	0.99	0.99
8	02/18/2024 - 02/24/2024	0.99	0.99	0.99
9	02/25/2024 - 03/02/2024	0.99	0.99	0.99
10	03/03/2024 - 03/09/2024	0.99	0.98	0.99
11	03/10/2024 - 03/16/2024	0.99	0.98	0.99
12	03/17/2024 - 03/23/2024	0.99	0.98	0.99
13	03/24/2024 - 03/30/2024	0.99	0.98	0.99
14	03/31/2024 - 04/06/2024	0.99	0.97	0.99
15	04/07/2024 - 04/13/2024	0.99	0.97	0.99
16	04/14/2024 - 04/20/2024	0.99	0.97	0.99
17	04/21/2024 - 04/27/2024	0.99	0.97	0.99
18	04/28/2024 - 05/04/2024	0.99	0.96	0.99
19	05/05/2024 - 05/11/2024	0.99	0.96	0.99
20	05/12/2024 - 05/18/2024	0.99	0.96	0.99
21	05/19/2024 - 05/25/2024	0.99	0.96	0.99
22	05/26/2024 - 06/01/2024	0.99	0.96	0.99
23	06/02/2024 - 06/08/2024	0.99	0.96	0.99
24	06/09/2024 - 06/15/2024	0.99	0.96	0.99
25	06/16/2024 - 06/22/2024	0.99	0.96	0.99
26	06/23/2024 - 06/29/2024	0.99	0.96	0.99
27	06/30/2024 - 07/06/2024	0.99	0.96	0.99
28	07/07/2024 - 07/13/2024	0.99	0.96	0.99
29	07/14/2024 - 07/20/2024	0.99	0.96	0.99
30	07/21/2024 - 07/27/2024	0.99	0.96	0.99
31	07/28/2024 - 08/03/2024	0.99	0.96	0.99
32	08/04/2024 - 08/10/2024	0.99	0.96	0.99
33	08/11/2024 - 08/17/2024	0.99	0.96	0.99
34	08/18/2024 - 08/24/2024	0.99	0.95	0.99
35	08/25/2024 - 08/31/2024	0.99	0.95	0.99
36	09/01/2024 - 09/07/2024	0.99	0.95	0.99
37	09/08/2024 - 09/14/2024	0.99	0.95	0.99
38	09/15/2024 - 09/21/2024	0.99	0.95	0.99
39	09/22/2024 - 09/28/2024	0.99	0.95	0.99
40	09/29/2024 - 10/05/2024	0.99	0.95	0.99
41	10/06/2024 - 10/12/2024	0.99	0.95	0.99
42	10/13/2024 - 10/19/2024	0.99	0.95	0.99
43	10/20/2024 - 10/26/2024	0.99	0.95	0.99
44	10/27/2024 - 11/02/2024	0.99	0.95	0.99
45	11/03/2024 - 11/09/2024	0.99	0.95	0.99
46	11/10/2024 - 11/16/2024	0.99	0.95	0.99
47	11/17/2024 - 11/23/2024	0.99	0.95	0.99
48	11/24/2024 - 11/30/2024	0.99	0.95	0.99
49	12/01/2024 - 12/07/2024	0.99	0.95	0.99
50	12/08/2024 - 12/14/2024	0.99	0.95	0.99
51	12/15/2024 - 12/21/2024	0.99	0.95	0.99
52	12/22/2024 - 12/28/2024	0.99	0.98	0.99
53	12/29/2024 - 12/31/2024	0.99	1.00	0.99

Appendix D:
VISSIM Models and Output Results
(submitted electronically)

Appendix E:

Historical Crash Data

OBJECTID	REPORT NUMBER	CRASH YEAR	CRASH DATE AND TIME	INVESTIGATING AGENCY	REPORT NUMBER	TOTAL NUMBER OF VEHICLES	TOTAL NUMBER OF PERSONS	COUNTY NAME	RURAL OR URBAN	NOTIFIED TIME	ON STREET ROAD HIGHWAY	LATITUDE	LONGITUDE	FROM INTERSECTION OF	TYPE OF SHOULDER	TYPE OF INTERSECTION	LIGHT CONDITION	WEATHER CONDITION	ROAD SURFACE CONDITION	SCHOOL BUS RELATED CODE	TYPE OF IMPACT	FIRST HARMFUL EVENT	LOCATION	INTERCHANGE FLAG	JUNCTION FLAG	INVESTIGATING AGENCY TYPE	S4 CRASH TYPE	S4 CRASH TYPE SIMPLIFIED
1	80288472	2020	9/28/2020 12:00	SI/0202/CA185594		2	2	St. Johns	Rural	9/28/2020 12:12	COUNTRY ROAD 210	30.058847	-81.525223	STONEHURST PARKWAY	Curb	Not at Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Right Angle	Angle	
2	82391526	2022	2/8/2022 19:41	SI/0202/CA029529		2	2	St. Johns	Rural	2/8/2022 19:41	CR 210 WEST	30.05992	-81.52496	STONEHURST PKWY	Curb	Not at Intersection	Dark - Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Right Angle	Angle	
3	26251781	2024	9/24/2024 16:25	SI/0204/CA129651		2	7	St. Johns	Rural	9/24/2024 16:27	CR 210 W	30.05992	-81.52496	STONEHURST PKWY	Paved	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway N	Intersection-Related	Sherriff's Office (SO)	Left Rear	Left Turn	
4	27158008	2024	5/6/2024 7:55	SI/0202/CA078771		2	2	St. Johns	Rural	5/6/2024 7:57	STONEHURST PARKWAY	30.05992	-81.52496	COUNTY ROAD 210 W	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Left Entering	Left Turn	
5	24081032	2021	9/24/2021 19:06	SI/0201/CA194113		2	2	St. Johns	Rural	9/24/2021 19:06	CR 210 WEST	30.05992	-81.52496	STONEHURST PKWY	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Left Entering	Left Turn	
6	24082566	2021	9/5/2021 22:30	SI/0201/CA179487		2	5	St. Johns	Rural	9/5/2021 22:32	CR 210 W / STONEHURST PKWY	30.0592	-81.52449	CR 210 W / STONEHURST PKWY	Curb	Four-Way Intersection	Dark - Not Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway Y	Intersection	Sherriff's Office (SO)	Left Rear	Left Turn	
7	89068592	2020	1/12/2020 18:28	SI/0202/CA008026		2	4	St. Johns	Rural	1/12/2020 18:29	CR 210 W	30.058805	-81.52439	STONEHURST PKWY	Curb	Four-Way Intersection	Dark - Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway Y	Intersection-Related	Sherriff's Office (SO)	Other	Other	
8	25460437	2024	7/27/2024 19:17	SI/0204/CA165971		2	2	St. Johns	Rural	7/27/2024 19:19	W AND STONEHURST	30.05992	-81.52496	210 W AND STONEHURST	Paved	Not at Intersection	Dusk	Clear	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Right Angle	Angle	
9	82397854	2024	10/15/2024 18:13	SI/0204/CA128867		2	4	St. Johns	Rural	10/15/2024 18:13	CR 210 W S SOUTHERN GROVE DR	30.05992	-81.52496	CR 210 W S SOUTHERN GROVE DR	Paved	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway N	Intersection	Sherriff's Office (SO)	Right Angle	Angle	
10	26250346	2024	8/29/2024 11:07	SI/0204/CA146030		2	2	St. Johns	Rural	8/29/2024 11:08	CR 210 W	30.05992	-81.52496	SOUTHERN GROVE DRIVE	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Right Angle	Angle	
11	89287241	2022	7/25/2022 17:26	SI/0202/CA185017		2	2	St. Johns	Rural	7/25/2022 17:26	CR 210 W AND STONEHURST PKWY	30.059943	-81.524956	CR 210 W AND STONEHURST PKWY	Paved	Not at Intersection	Daylight	Clear	Dry	N	Sideways, Same Dire	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Same Direction Side	Sideways	
12	24313768	2021	8/21/2021 22:37	SI/0201/CA167910		1	1	St. Johns	Rural	8/21/2021 22:37	CR210	30.05992	-81.52496	SOUTHERN GROVE DR	Paved	Not at Intersection	Dark - Not Lighted	Clear	Dry	N	Other	Animal	On Roadway N	Non-Junction	Sherriff's Office (SO)	Animal	Animal	
13	89287623	2022	3/11/2022 16:14	SI/0202/CA053875		1	0	St. Johns	Rural	3/11/2022 16:15	CR 210	30.05992	-81.52496	SOUTHERN GROVE DR	Curb	Not at Intersection	Daylight	Rain	Wet	N	Other	Traffic Sign Support	Off Roadway N	Other	Sherriff's Office (SO)	Off Road	Off Road	
14	25450904	2022	9/16/2022 19:43	SI/0202/CA0207754		2	4	St. Johns	Rural	9/16/2022 19:43	CR 210 W	30.05992	-81.52496	SOUTHERN GROVE DR	Curb	Four-Way Intersection	Dark - Lighted	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway Y	Intersection	Sherriff's Office (SO)	Right Angle	Angle	
15	87346893	2020	12/19/2020 16:20	SI/0202/CA0233750		1	1	St. Johns	Rural	12/19/2020 16:20	SR/STONEHURST PARKWAY	30.059151	-81.524845	<Null>	Paved	Not at Intersection	Daylight	Clear	Dry	N	Other	Tree (standing)	Off Roadway N	Non-Junction	Sherriff's Office (SO)	Off Road	Off Road	
16	26045501	2024	4/11/2024 19:39	SI/0204/CA047864		1	3	St. Johns	Rural	4/11/2024 19:44	STONEHURST PKWY	30.05992	-81.52496	CR 210 W	Paved	Not at Intersection	Dusk	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Right Angle	Angle	
17	89286182	2022	1/11/2022 17:15	SI/0202/CA008869		2	2	St. Johns	Rural	1/11/2022 17:18	STONEHURST PKWY	30.05992	-81.52496	CR 210 W	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Angle	Pedestrian	On Roadway N	Non-Junction	Sherriff's Office (SO)	Right Angle	Angle	
18	25755837	2023	4/26/2023 16:19	SI/0203/CA0201218		2	2	St. Johns	Rural	4/26/2023 16:22	CR 210	30.059675	-81.531323	ST JOHNS PKWY	Paved	Not at Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway N	Intersection-Related	Sherriff's Office (SO)	Right Angle	Angle	
19	24080821	2020	11/16/2020 10:10	SI/0202/CA1216993		3	3	St. Johns	Rural	11/16/2020 10:13	CR210	30.05992	-81.52496	STONEHURST PKWY	Paved	Other	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway N	Intersection	Sherriff's Office (SO)	Right Angle	Angle	
20	24762616	2022	3/28/2022 7:00	SI/0202/CA067006		2	2	St. Johns	Rural	3/28/2022 7:06	CR 210	30.05992	-81.52496	STONEHURST PKWY	Paved	Not at Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Right Angle	Angle	
21	87347428	2022	7/26/2022 12:34	SI/0202/CA165513		2	2	St. Johns	Rural	7/26/2022 12:39	CR 210 W	30.0599	-81.52683	ST JOHNS PKWY	Paved	Four-Way Intersection	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway N	Intersection	Sherriff's Office (SO)	Right Angle	Angle	
22	25459394	2022	11/7/2022 14:40	SI/0202/CA044543		2	1	St. Johns	Rural	11/7/2022 14:42	COUNTY ROAD 210 WEST	30.060173	-81.531787	ST JOHNS PKWY	Curb	Not at Intersection	Daylight	Clear	Dry	N	Sideways, Same Dire	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Same Direction Side	Sideways	
23	89287979	2022	4/18/2022 13:40	SI/0202/CA038489		2	2	St. Johns	Rural	4/18/2022 13:43	COUNTY ROAD 210 W	30.059151	-81.524956	ST JOHNS PKWY	Curb	Not at Intersection	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway N	Intersection-Related	Sherriff's Office (SO)	Other	Other	
24	26251770	2024	7/4/2024 19:25	SI/0204/CA147416		2	2	St. Johns	Rural	7/4/2024 19:28	COUNTY ROAD 210	30.05981	-81.5305	ST JOHNS PARKWAY	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Sideways, Same Dire	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Same Direction Side	Sideways	
25	26251775	2024	7/13/2024 19:20	SI/0204/CA154794		1	1	St. Johns	Rural	7/13/2024 19:24	COUNTY ROAD 210 W	30.05981	-81.5305	ST JOHNS PKWY N	Paved	Four-Way Intersection	Daylight	Clear	Dry	N	Other	Ditch	Off Roadway N	Intersection-Related	Sherriff's Office (SO)	Off Road	Off Road	
26	24762486	2022	6/15/2022 12:33	CR 210 W		2	2	St. Johns	Rural	6/15/2022 12:33	CR 210 W	30.05981	-81.5305	ST JOHNS PKWY	Paved	Four-Way Intersection	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway N	Intersection	Sherriff's Office (SO)	Other	Other	
27	25458867	2022	12/2/2022 20:31	SI/0202/CA026868		2	4	St. Johns	Rural	12/2/2022 20:33	COUNTY ROAD 210	30.05981	-81.5305	ST JOHNS PKWY	Curb	Four-Way Intersection	Dark - Lighted	Clear	Dry	N	Sideways, Same Dire	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Same Direction Side	Sideways	
28	25755170	2024	5/10/2024 12:20	SI/0204/CA102526		2	2	St. Johns	Rural	5/10/2024 12:26	CR 210	30.05981	-81.5305	ST JOHNS PKWY	Curb	Four-Way Intersection	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway Y	Intersection	Sherriff's Office (SO)	Right Angle	Angle	
29	24081167	2021	1/9/2021 23:31	SI/0201/CA006689		2	2	St. Johns	Rural	1/9/2021 23:31	CR 210 WEST	30.05992	-81.52496	STONEHURST PKWY	Paved	Four-Way Intersection	Daylight	Clear	Dry	N	Sideways, Opposite D	Motor Vehicle in Transport	On Roadway Y	Intersection	Sherriff's Office (SO)	Right Angle	Angle	
30	88165205	2020	1/19/2020 6:40	PH/0200/FF001048		2	2	St. Johns	Rural	1/19/2020 6:45	COUNTY ROAD 210	30.06	-81.52496	STONEHURST PKWY	Curb	Not at Intersection	Dawn	Cloudy	Wet	N	Front to Front	Motor Vehicle in Transport	On Roadway N	Non-Junction	Florida Highway Patrol (FHP)	Left Entering	Left Turn	
31	24318292	2021	5/5/2021 15:00	SI/0201/CA0087780		2	5	St. Johns	Rural	5/5/2021 15:01	CR 210	30.0592	-81.52449	STONEHURST PARKWAY	Paved	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Right Angle	Angle	
32	24081937	2021	2/13/2021 20:05	SI/0201/CA0330807		2	2	St. Johns	Rural	2/13/2021 20:07	CR 210	30.058713	-81.52359	STONEHURST PKWY	Curb	Four-Way Intersection	Dark - Lighted	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway N	Intersection-Related	Sherriff's Office (SO)	Right Angle	Angle	
33	24317966	2021	9/15/2021 17:26	STONEHURST PARKWAY		2	2	St. Johns	Rural	9/15/2021 17:26	STONEHURST PARKWAY	30.05992	-81.52496	COUNTY ROAD 210 W	Paved	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway Y	Intersection	Sherriff's Office (SO)	Right Angle	Angle	
34	82203583	2022	6/23/2022 10:42	SI/0202/CA137042		3	4	St. Johns	Rural	6/23/2022 10:42	CR 210 EB	30.05992	-81.52496	STONEHURST PARKWAY	Curb	Not at Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Right Angle	Angle	
35	24761915	2022	7/26/2022 14:42	SI/0202/CA167896		2	2	St. Johns	Rural	7/26/2022 14:47	CR 210 W	30.05992	-81.52496	STONEHURST PKWY	Paved	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Right Angle	Angle	
36	25460965	2023	1/23/2023 18:50	SI/0203/CA0118920		2	2	St. Johns	Rural	1/23/2023 18:50	COUNTY ROAD 210	30.05992	-81.52496	STONEHURST PKWY	Curb	Four-Way Intersection	Dark - Not Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Unknown	Unknown	
37	25460115	2023	1/30/2023 17:58	SI/0203/CA002449		1	1	St. Johns	Rural	1/30/2023 17:58	CR 210	30.05992	-81.52496	STONEHURST PKWY	Paved	Not at Intersection	Dusk	Clear	Dry	N	Other	Tree (standing)	Off Roadway N	Non-Junction	Sherriff's Office (SO)	Off Road	Off Road	
38	25755922	2023	7/21/2023 13:50	SI/0203/CA1280652		2	1	St. Johns	Rural	7/21/2023 13:50	COUNTY ROAD 210	30.049978	-81.52627	STONEHURST PARKWAY	Paved	Four-Way Intersection	Daylight	Clear	Dry	N	Sideways, Same Dire	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Same Direction Side	Sideways	
39	26252065	2024	11/30/2024 16:26	SI/0204/CA0263909		2	2	St. Johns	Rural	11/30/2024 16:31	STONEHURST PKWY	30.05992	-81.52496	CR 210	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway N	Intersection-Related	Sherriff's Office (SO)	Right Angle	Angle	
40	27154210	2024	9/17/2024 13:15	SI/0204/CA0206922		1	1	St. Johns	Rural	9/17/2024 13:24	COUNTY ROAD 210	30.05992	-81.52496	STONEHURST PKWY	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Other	Other Fixed Object	On Roadway Y	Intersection	Sherriff's Office (SO)	Off Road	Off Road	
41	26467331	2024	11/26/2024 18:39	PH/0204/CA069286		3	4	St. Johns	Rural	11/26/2024 18:40	COUNTY ROAD 210	30.06378	-81.50785	STONEHURST PARKWAY	Curb	Four-Way Intersection	Dark - Lighted	Clear	Dry	N	Sideways, Same Dire	Motor Vehicle in Transport	On Roadway Y	Intersection	Florida Highway Patrol (FHP)	Same Direction Side	Sideways	
42	26251533	2022	7/15/2022 7:02	SI/0202/CA165709		2	2	St. Johns	Rural	7/15/2022 7:03	CR 210 W	30.05992	-81.52496	STONEHURST PKWY	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Left Rear	Left Turn	
43	27347891	2022	11/16/2022 13:03	ST JOHNS PARKWAY		2	2	St. Johns	Rural	11/16/2022 13:03	ST JOHNS PARKWAY	30.05981	-81.5305	COUNTY ROAD 210	Paved	Not at Intersection	Daylight	Clear	Dry	N	Sideways, Same Dire	Motor Vehicle in Transport	On Roadway N	Non-Junction	Sherriff's Office (SO)	Same Direction Side	Sideways	
44	24325002	2021	11/2/2021 8:55	SI/0201/CA0224312		2	2	St. Johns	Rural	11/2/2021 9:00	SHOPS BLVD	30.06158	-81.53093	ST JOHNS PARKWAY	Curb	Not at Intersection	Daylight	Clear	Dry	N	Sideways, Opposite D	Motor Vehicle in Transport	On Roadway N	Through Roadway	Sherriff's Office (SO)	Head On	Head On	
45	24082556	2021	7/9/2021 16:29	ST JOHNS PKWY / CR 210 W		3	4	St. Johns	Rural	7/9/2021 16:29	ST JOHNS PKWY / CR 210 W	30.06158	-81.53093	ST JOHNS PKWY / CR 210 W	Curb	Not at Intersection	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On					

OBJECTID	REPORT NUMBER	CRASH YEAR	CRASH DATE AND TIME	INVESTIGATING AGENCY	REPORT NUMBER	TOTAL NUMBER OF VEHICLES	TOTAL NUMBER OF PERSONS	COUNTY NAME	RURAL OR URBAN	NOTIFIED TIME	ON STREET ROAD HIGHWAY	LATITUDE	LONGITUDE	FROM INTERSECTION OF	TYPE OF SHOULDER	TYPE OF INTERSECTION	LIGHT CONDITION	WEATHER CONDITION	ROAD SURFACE CONDITION	SCHOOL BUS RELATED CODE	TYPE OF IMPACT	FIRST HARMFUL EVENT	LOCATION	INTERCHANGE FLAG	JUNCTION FLAG	INVESTIGATING AGENCY TYPE	S4 CRASH TYPE	S4 CRASH TYPE SIMPLIFIED
147	26252339	2025	1/13/2025 12:10	SI0252CAD008726		2		3 St. Johns	Rural	1/13/2025 12:14	SAINT JOHNS PARKWAY	30.05885	-81.52867	COUNTY ROAD 210 W	Curb	Not at Intersection	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Rear End	Rear End
148	87347437	2022	9/26/2022 8:45	SI0252CAD151009		2		2 St. Johns	Rural	9/26/2022 8:50	ST JOHNS PKWY	30.05981	-81.5305	CR 210	Paved	Not at Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Rear End	Rear End
149	87730338	2022	8/31/2022 10:47	SI0252CAD194500		3		3 St. Johns	Rural	8/31/2022 10:41	ST JOHNS PKWY	30.059475	-81.530355	COUNTY ROAD 210 WEST	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Rear End	Rear End
150	24091171	2021	3/19/2021 14:31	SI0252CAD002349		2		3 St. Johns	Rural	3/19/2021 14:35	ST JOHNS PKWY	30.05981	-81.5305	CR 210 W	Curb	Not at Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Left Entering	Left Turn
151	24761164	2021	12/23/2021 10:35	SI0252CAD0261804		2		4 St. Johns	Rural	12/23/2021 12:48	ST JOHNS PARKWAY	30.05981	-81.5305	COUNTY ROAD 210	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Left Entering	Rear End
152	82395817	2021	7/20/2021 17:45	SI0252CAD143431		2		2 St. Johns	Rural	7/20/2021 17:32	ST JOHNS PARKWAY	30.05672	-81.53024	CR 210	Curb	Four-Way Intersection	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Sheriff's Office (SO)	Rear End	Rear End
153	89286180	2021	12/17/2021 17:45	SI0252CAD257748		2		3 St. Johns	Rural	12/17/2021 17:47	ST JOHNS PKWY	30.05981	-81.5305	CR 210	Curb	Four-Way Intersection	Dusk	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Sheriff's Office (SO)	Rear End	Rear End
154	24082459	2021	8/20/2021 8:52	SI0252CAD166435		2		2 St. Johns	Rural	8/20/2021 8:52	ST JOHNS PKWY	30.05981	-81.5305	COUNTY ROAD 210	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Parked Motor Vehicle	On Roadway	N	Intersection	Sheriff's Office (SO)	Rear End	Rear End
155	26252160	2024	10/4/2024 21:30	SI0252CAD0221149		2		3 St. Johns	Rural	10/4/2024 21:32	ST JOHNS PARKWAY	30.05981	-81.5305	CR 210	Paved	Other	Dark - Lighted	Rain	Wet	N	Other	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Other	Other
156	27154579	2024	19/16/2024 14:35	SI0252CAD076793		3		3 St. Johns	Rural	19/16/2024 14:35	ST JOHNS PKWY	30.05981	-81.5305	CR 210 W	Curb	Four-Way Intersection	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Sheriff's Office (SO)	Rear End	Rear End
157	25459262	2025	1/7/2025 18:21	SI0252CAD094854		2		2 St. Johns	Rural	1/7/2025 18:21	ST JOHNS PKWY	30.059999	-81.530394	CR 210	Curb	Four-Way Intersection	Dark - Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	Sheriff's Office (SO)	Right Angle	Angle
158	89286697	2021	1/30/2021 23:37	SI0252CAD021766		2		5 St. Johns	Rural	1/30/2021 23:37	CR 210 W	30.05981	-81.5305	ST JOHNS PARKWAY	Curb	Four-Way Intersection	Dark - Lighted	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	Sheriff's Office (SO)	Left Entering	Left Turn
159	27156288	2025	2/26/2025 14:45	SI0252CAD0041742		2		2 St. Johns	Rural	2/26/2025 14:49	ST JOHNS PARKWAY	30.07947	-81.49834	COUNTY ROAD 210	Curb	Other	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Sheriff's Office (SO)	Rear End	Rear End
160	89070389	2020	3/19/2020 18:54	SI0252CAD0057045		2		2 St. Johns	Rural	3/19/2020 18:54	CR 210 W	30.06001	-81.53054	ST JOHNS PARKWAY	Paved	Four-Way Intersection	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	Sheriff's Office (SO)	Right Angle	Angle
161	87728714	2022	7/9/2022 21:11	SI0252CAD151976		2		1 St. Johns	Rural	7/9/2022 21:11	ST JOHNS PKWY	30.05981	-81.5305	CR 210 WEST	Curb	Four-Way Intersection	Dark - Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Sheriff's Office (SO)	Left Rear	Left Turn
162	89070046	2023	4/2/2023 13:00	9004700461		3		3 St. Johns	Rural	4/2/2023 13:04	WEST ON CN CR 210	30.059565	-81.530343	ST JOHNS PKWY	Paved	Not at Intersection	Daylight	Clear	Dry	N	Sideways, Same Dire	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Same Direction Side	Sideways
163	82385396	2021	8/15/2022 7:30	SI0252CAD030231		2		3 St. Johns	Rural	8/15/2022 7:30	ST JOHNS PARKWAY	30.05981	-81.5305	CR 210	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Rear End	Rear End
164	24318001	2021	12/9/2021 19:55	SI0252CAD151545		2		2 St. Johns	Rural	12/9/2021 19:56	CR 210 W	30.06031	-81.51023	ST JOHNS COMMONS	Curb	T-Intersection	Dark - Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Non-Junction	Sheriff's Office (SO)	Rear End	Rear End
165	24761814	2022	5/4/2022 14:24	SI0252CAD096445		2		3 St. Johns	Rural	5/4/2022 14:24	COUNTY ROAD 210 WEST	30.05898	-81.53073	ST JOHNS PARKWAY	Curb	Not at Intersection	Daylight	Clear	Dry	N	Sideways, Same Dire	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Sheriff's Office (SO)	Same Direction Side	Sideways
166	25755851	2024	5/31/2024 5:25	SI0252CAD119449		2		2 St. Johns	Rural	5/31/2024 5:26	COUNTY ROAD 210	30.05981	-81.5305	ST JOHNS PKWY	Curb	Four-Way Intersection	Dark - Lighted	Clear	Dry	N	Other	Other Non-Collision	On Roadway	N	Intersection-Related	Sheriff's Office (SO)	Other	Other
167	24317953	2021	5/21/2021 23:14	SI0252CAD0969759		2		2 St. Johns	Rural	5/21/2021 23:15	COUNTY ROAD 210	30.05981	-81.5305	ST JOHNS PKWY	Paved	Four-Way Intersection	Dark - Lighted	Clear	Dry	N	Sideways, Same Dire	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	Sheriff's Office (SO)	Same Direction Side	Sideways
168	25436753	2022	10/22/2022 23:30	SI0252CAD026945		3		3 St. Johns	Urban	10/22/2022 23:32	CR 210 W	30.05981	-81.5305	ST JOHNS PKWY	Curb	Four-Way Intersection	Dark - Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	Sheriff's Office (SO)	Rear End	Rear End
169	24761142	2022	3/9/2022 19:45	SI0252CAD026284		2		3 St. Johns	Rural	3/9/2022 19:45	ST JOHNS PKWY	30.05981	-81.5305	CR 210	Curb	Four-Way Intersection	Dark - Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	Sheriff's Office (SO)	Left Entering	Left Turn
170	82385396	2022	5/27/2022 12:15	SI0252CAD113851		3		3 St. Johns	Rural	5/27/2022 12:19	CR210 EB	30.05981	-81.5305	ST JOHNS PARKWAY	Curb	Not at Intersection	Daylight	Clear	Dry	N	Sideways, Same Dire	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Same Direction Side	Sideways
171	24761882	2022	10/25/2022 7:45	SI0252CAD0238114		2		2 St. Johns	Rural	10/25/2022 8:21	CR210 EB	30.06176	-81.50722	ST JOHNS FOREST	Paved	Not at Intersection	Daylight	Clear	Dry	N	Rear to Side	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Other	Other
172	25459249	2022	12/28/2022 16:58	SI0252CAD0288241		2		2 St. Johns	Rural	12/28/2022 16:58	CR 210	30.05972	-81.530389	ST JOHNS PKWY	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	Sheriff's Office (SO)	Right Angle	Angle
173	24320621	2022	10/1/2022 16:45	SI0252CAD119823		2		3 St. Johns	Rural	10/1/2022 16:51	CR 210	30.05989	-81.5265	ST JOHNS PKWY	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	Sheriff's Office (SO)	Rear End	Rear End
174	25756666	2023	7/7/2023 03:00	SI0252CAD0206073		2		3 St. Johns	Rural	7/7/2023 21:16	CR 210	30.05941	-81.53215	ST JOHNS PKWY	Paved	Four-Way Intersection	Dark - Lighted	Rain	Wet	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	Sheriff's Office (SO)	Left Entering	Left Turn
175	25460955	2024	3/13/2024 14:45	SI0252CAD036398		2		2 St. Johns	Rural	3/13/2024 14:45	ST JOHNS PARKWAY	30.05981	-81.5305	CR 210	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Sideways, Same Dire	Motor Vehicle in Transport	On Roadway	N	Intersection	Sheriff's Office (SO)	Same Direction Side	Sideways
176	25460960	2023	1/13/2023 23:44	SI0252CAD010920		2		2 St. Johns	Rural	1/13/2023 23:44	COUNTY ROAD 210	30.05941	-81.53215	ST JOHNS PKWY	Curb	Four-Way Intersection	Dark - Not Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Left Entering	Left Turn
177	25756900	2023	10/13/2023 16:25	SI0252CAD0247321		2		2 St. Johns	Rural	10/13/2023 16:30	CR 210 EAST	30.04463	-81.5508	ST JOHNS PARKWAY SOUTH	Paved	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	Sheriff's Office (SO)	Rear End	Rear End
178	25755920	2023	7/7/2023 10:30	SI0252CAD168550		3		3 St. Johns	Rural	7/7/2023 10:53	CR 210	30.061012	-81.532005	ST JOHNS PARKWAY	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Sideways, Same Dire	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Same Direction Side	Sideways
179	25757127	2023	7/12/2023 7:30	SI0252CAD172759		2		1 St. Johns	Rural	7/12/2023 7:30	CR 210	30.0797	-81.532	ST JOHNS PKWY	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Sideways, Same Dire	Motor Vehicle in Transport	On Roadway	Y	Intersection	Sheriff's Office (SO)	Same Direction Side	Sideways
180	25757117	2023	6/13/2023 9:25	SI0252CAD145472		2		3 St. Johns	Rural	6/13/2023 9:42	CR210 EB	30.05981	-81.5305	ST JOHNS PKWY	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	Sheriff's Office (SO)	Rear End	Rear End
181	89071770	2024	11/4/2024 14:50	SI0252CAD069391		2		3 St. Johns	Rural	11/4/2024 14:55	ST JOHNS PKWY	30.05981	-81.5305	ST JOHNS PKWY	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Sheriff's Office (SO)	Rear End	Rear End
182	26251161	2024	8/7/2024 16:02	SI0252CAD13767		2		3 St. Johns	Rural	8/7/2024 16:02	CR 210	30.05981	-81.5305	ST JOHNS PKWY	Curb	Four-Way Intersection	Daylight	Cloudy	Dry	Y	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	Sheriff's Office (SO)	Rear End	Rear End
183	24081260	2021	9/5/2021 11:06	SI0252CAD178891		2		4 St. Johns	Rural	9/5/2021 11:11	COUNTY ROAD 210 W	30.05981	-81.5305	ST JOHNS PKWY	Paved	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	Sheriff's Office (SO)	Rear End	Rear End
184	24760561	2022	5/16/2022 12:49	SI0252CAD105135		2		4 St. Johns	Rural	5/16/2022 12:52	ST JOHNS PKWY	30.05981	-81.5305	CR 210	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Sheriff's Office (SO)	Rear End	Rear End
185	26250588	2024	4/16/2024 6:55	SI0252CAD083264		2		3 St. Johns	Rural	4/16/2024 6:57	CR210 EB	30.06176	-81.50722	ST JOHNS FORESTBLVD	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Sheriff's Office (SO)	Left Rear	Left Turn
186	26044844	2023	11/7/2023 8:49	SI0252CAD0266575		2		3 St. Johns	Rural	11/7/2023 8:51	ST JOHNS PARKWAY	30.05981	-81.5305	CR 210	Curb	Not at Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Rear End	Rear End
187	24762011	2022	8/6/2022 23:19	SI0252CAD0174762		4		4 St. Johns	Rural	8/6/2022 23:17	INTERSECTION OF CR 210 / ST JOH	30.059796	-81.530498	CR 210	Paved	Four-Way Intersection	Dark - Lighted	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	Y	Intersection	Sheriff's Office (SO)	Left Rear	Left Turn
188	24762057	2022	8/30/2022 13:55	SI0252CAD136436		2		3 St. Johns	Null	8/30/2022 13:56	ST JOHNS PKWY/CR 210	30.059805	-81.530498	CR 210	Unpaved	Four-Way Intersection	Dark - Not Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Off Road	Off Road
189	26251837	2024	7/22/2024 17:17	SI0252CAD161372		2		2 St. Johns	Rural	7/22/2024 17:17	CR 210	30.05981	-81.5305	ST JOHNS PKWY	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	Sheriff's Office (SO)	Right Angle	Angle
190	89028416	2021	3/6/2021 13:57	SI0252CAD054097		6		3 St. Johns	Rural	3/6/2021 13:57	ST JOHNS PKWY	30.05981	-81.5305	RICHMOND DR	Curb	T-Intersection	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	Sheriff's Office (SO)	Rear End	Rear End
191	25458547	2022	8/11/2022 12:34	SI0252CAD178402		2		2 St. Johns	Rural	8/11/2022 12:34	ST JOHNS PKWY	30.05981	-81.5305	98	Paved	Not at Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway					

OBJECTID	REPORT NUMBER	CRASH YEAR	CRASH DATE AND TIME	INVESTIGATING AGENCY REPORT NUMBER	TOTAL NUMBER OF VEHICLES	TOTAL NUMBER OF PERSONS	COUNTY NAME	RURAL OR URBAN	NOTIFIED TIME	ON STREET ROAD HIGHWAY	LATITUDE	LONGITUDE	FROM INTERSECTION OF	TYPE OF SHOULDER	TYPE OF INTERSECTION	LIGHT CONDITION	WEATHER CONDITION	ROAD SURFACE CONDITION	SCHOOL BUS RELATED CODE	TYPE OF IMPACT	FIRST HARMFUL EVENT	LOCATION	INTERCHANGE FLAG	JUNCTION FLAG	INVESTIGATING AGENCY TYPE	S4 CRASH TYPE	S4 CRASH TYPE SIMPLIFIED
293	2482457	2021	7/16/2021 10:00	SIO021CAD140103	30.05985	2	2 St. Johns	Rural	7/16/2021 10:00	ST JOHNS PKWY	30.05985	-81.52867	COUNTY ROAD 210	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	Sheriff's Office (SO)	Rear End	Rear End
294	24320308	2021	10/13/2021 12:20	SIO021CAD108652	30.05981	2	4 St. Johns	Rural	10/13/2021 12:21	CR 210 EASTBOUND	30.05981	-81.5305	ST JOHNS PARKWAY	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	Sheriff's Office (SO)	Rear End	Rear End
295	24320145	2021	11/18/2021 17:30	SIO021CAD1029620	30.05981	1	1 St. Johns	Rural	11/18/2021 17:57	ST JOHNS PARKWAY	30.05981	-81.5305	COUNTY ROAD 210	Paved	Four-Way Intersection	Dark - Not Lighted	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Intersection	Sheriff's Office (SO)	Single Vehicle	Other
296	25461384	2023	3/30/2023 17:07	SIO023CAD078519	30.05941	2	3 St. Johns	Rural	3/30/2023 17:07	CR 210	30.05941	-81.53215	ST JOHNS PKWY	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	Sheriff's Office (SO)	Rear End	Rear End
297	82385754	2022	6/22/2022 14:20	SIO022CAD136401	30.05981	2	3 St. Johns	Rural	6/22/2022 14:30	ST JOHNS PKWY	30.05981	-81.5305	CR 210	Paved	Four-Way Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	Sheriff's Office (SO)	Rear End	Rear End
298	89070043	2022	1/31/2022 17:30	SIO022CAD023463	30.060366	2	2 St. Johns	Rural	1/31/2022 17:30	ST JOHNS PKWY	30.060366	-81.530616	CR 210	Paved	Not at Intersection	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Other	Other
299	26044217	2023	10/11/2023 13:15	SIO023CAD045634	30.058175	2	4 St. Johns	Rural	10/11/2023 13:19	ST JOHNS PARKWAY	30.058175	-81.53578	CR 210	Paved	Not at Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Rear End	Rear End
300	24763175	2024	9/4/2024 16:35	SIO024CAD109809	30.05981	2	2 St. Johns	Rural	9/4/2024 16:38	ST JOHNS PARKWAY	30.05981	-81.5305	COUNTY ROAD 210	Unpaved	Not at Intersection	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Rear End	Rear End
301	25461185	2023	1/27/2023 19:10	SIO023CAD022297	30.06627	2	4 St. Johns	Rural	1/27/2023 19:13	CR 210 W	30.06627	-81.53799	ST JOHNS PKWY	Curb	Not at Intersection	Dark - Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Rear End	Rear End
302	89706358	2023	10/25/2023 11:19	FHP23ON560722	30.05838	2	2 St. Johns	Rural	10/25/2023 11:24	COUNTY ROAD 210	30.05838	-81.530673	ST JOHNS PARKWAY	Curb	Not at Intersection	Daylight	Clear	Dry	N	Sideswipe, Same Direx	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Florida Highway Patrol (FHP)	Same Direction Side	Sideswipe
303	24080913	2021	3/13/2021 20:00	SIO021CAD050389	30.05981	2	1 St. Johns	Rural	3/13/2021 23:44	CR 210 WEST FACING WEST	30.05981	-81.5305	ST JOHNS PARKWAY	Curb	Four-Way Intersection	Dark - Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Rear End	Rear End
304	25459254	2023	4/14/2023 16:01	SIO023CAD091520	30.059612	2	3 St. Johns	Rural	4/14/2023 16:02	CR 210 E	30.059612	-81.531437	ST JOHNS PKWY	Curb	Not at Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Sheriff's Office (SO)	Rear End	Rear End
305	24080669	2022	8/1/2022 20:25	SIO022CAD170526	30.099751	2	3 St. Johns	Rural	8/1/2022 20:25	CR 210	30.099751	-81.522138	ST JOHNS PKWY	Paved	Not at Intersection	Dusk	Cloudy	Wet	N	Other	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Sheriff's Office (SO)	Same Direction Side	Sideswipe
306	88625202	2020	2/2/2020 14:25	SIO020CAD022528	30.05967	1	0 St. Johns	Rural	2/2/2020 14:27	ST JOHNS PKWY	30.05967	-81.53047	COUNTY ROAD 210	Curb	Four-Way Intersection	Daylight	Clear	Dry	N	Other	Traffic Sign Support	Median	N	Intersection	Sheriff's Office (SO)	Off Road	Off Road
307	24763264	2022	12/7/2022 18:15	SIO022CAD072465	30.05941	2	1 St. Johns	Rural	12/7/2022 18:22	ST JOHNS PARKWAY	30.05941	-81.53215	COUNTY ROAD 210	Paved	Other	Dark - Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	Sheriff's Office (SO)	Rear End	Rear End
308	26046163	2024	2/15/2024 15:30	SIO024CAD035107	30.05906	2	2 St. Johns	Rural	2/15/2024 15:30	CR210 EB	30.05906	-81.53386	ST JOHNS PARKWAY	Curb	T-Intersection	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Sheriff's Office (SO)	Other	Other
309	24730346	2022	8/12/2022 20:47	SIO022CAD179584	30.04089	2	3 St. Johns	Rural	8/12/2022 20:52	ST JOHNS PARKWAY	30.04089	-81.53117	COUNTY ROAD 210	Paved	Not at Intersection	Dark - Unknown Lighting	Clear	Dry	N	Sideswipe, Same Direx	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Same Direction Side	Sideswipe
310	26250691	2024	3/25/2024 14:20	SIO024CAD065651	30.059747	2	2 St. Johns	Urban	3/25/2024 14:27	ST JOHNS PARKWAY	30.059747	-81.527717	CR 210	Curb	Not at Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Rear End	Rear End
311	24081538	2021	2/20/2021 6:50	SIO021CAD035064	30.05981	1	1 St. Johns	Rural	2/20/2021 6:57	CR 210	30.05981	-81.5305	ST JOHNS PKWY	Paved	Four-Way Intersection	Daylight	Clear	Dry	N	Other	Other Post, Pole or Support	On Roadway	Y	Intersection	Sheriff's Office (SO)	Off Road	Off Road
312	24762345	2022	4/29/2022 15:43	SIO022CAD092441	30.05981	2	3 St. Johns	Rural	4/29/2022 15:43	CR 210 W	30.05981	-81.5305	ST JOHNS PKWY	Curb	Not at Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Rear End	Rear End
313	89069532	2022	4/22/2022 13:30	SIO023CAD098530	30.0587	3	7 St. Johns	Rural	4/22/2022 13:34	CR 210 W	30.0587	-81.53504	NATURE WALK PKWY	Curb	Not at Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Rear End	Rear End
314	26043597	2022	10/26/2023 7:35	SIO023CAD257362	30.05906	2	4 St. Johns	Rural	10/26/2023 7:36	CR 210	30.05906	-81.53386	CARTWHEEL BAY	Unpaved	Not at Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Rear End	Rear End
315	24761054	2022	7/27/2022 13:54	SIO022CAD166291	30.05906	2	2 St. Johns	Rural	7/27/2022 13:59	CR 210	30.05906	-81.53386	CARTWHEEL BAY AVE	Paved	Not at Intersection	Daylight	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Other	Other
316	26250325	2024	8/10/2024 16:46	SIO024CAD176234	30.05906	2	4 St. Johns	Rural	8/10/2024 16:46	COUNTY ROAD 210	30.05906	-81.53386	CARTWHEEL BAY AVENUE	Curb	T-Intersection	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	Sheriff's Office (SO)	Same Direction Side	Sideswipe
317	24320468	2021	9/13/2021 13:38	SIO021CAD185254	30.0587	2	1 St. Johns	Rural	9/13/2021 13:38	CR210 W	30.0587	-81.53504	«Null»	Curb	Not at Intersection	Daylight	Clear	Dry	N	Rear to Side	Motor Vehicle in Transport	On Parking Lane	N	Non-Junction	Sheriff's Office (SO)	Parked Vehicle	Other
318	27136742	2025	3/28/2025 10:56	SIO025CAD066224	30.0587	2	3 St. Johns	Rural	3/28/2025 10:56	CR210	30.0587	-81.53504	NATURES WALK DR	Curb	Not at Intersection	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Other	Sheriff's Office (SO)	Parked Vehicle	Other
319	26251464	2024	9/6/2024 15:30	SIO024CAD108678	30.05941	2	3 St. Johns	Rural	9/6/2024 15:39	CR 210 W	30.05941	-81.53504	«Null»	Curb	Not at Intersection	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Backed Into	Other
320	24079889	2020	8/16/2020 14:28	SIO020CAD155917	30.05969	2	2 St. Johns	Rural	8/16/2020 14:34	COUNTY ROAD 210 WEST	30.05969	-81.53504	«Null»	Curb	Not at Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Parking Lane	N	Non-Junction	Sheriff's Office (SO)	Backed Into	Other
321	82384583	2022	8/26/2022 16:40	SIO022CAD190843	30.05869	2	2 St. Johns	Rural	8/26/2022 16:44	PARKING LOT OF 3055 CR 210 W	30.05869	-81.53504	«Null»	Curb	T-Intersection	Daylight	Rain	Wet	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	Sheriff's Office (SO)	Right/Through	Right Turn
322	24762476	2022	4/25/2022 10:09	SIO022CAD089162	30.05869	2	2 St. Johns	Rural	4/25/2022 10:09	CR 210	30.05869	-81.53504	«Null»	Paved	Not at Intersection	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	In Parking Lane	N	Non-Junction	Sheriff's Office (SO)	Backed Into	Other
323	89068493	2022	10/19/2022 17:31	SIO022CAD233997	30.05869	2	1 St. Johns	Rural	10/19/2022 17:31	CR 210 W	30.05869	-81.53504	PARKING LOT OF HURRICANE V	Paved	Not at Intersection	Daylight	Clear	Dry	N	Rear to Rear	Motor Vehicle in Transport	In Parking Lane	N	Non-Junction	Sheriff's Office (SO)	Parked Vehicle	Other
324	24320615	2022	5/27/2022 13:43	SIO022CAD113917	30.05869	2	4 St. Johns	Rural	5/27/2022 13:47	CR 210 (HURRICANE WINGS PARKI	30.05869	-81.53504	CR 210	Curb	T-Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	In Parking Lane	N	Intersection	Sheriff's Office (SO)	Rear End	Rear End
325	26250705	2024	4/30/2024 11:06	SIO024CAD094348	30.05906	2	1 St. Johns	Rural	4/30/2024 11:06	HURRICANE WINGS 210	30.05906	-81.53504	«Null»	Curb	Not at Intersection	Daylight	Clear	Dry	N	Sideswipe, Same Direx	Motor Vehicle in Transport	On Roadway	N	Intersection	Sheriff's Office (SO)	Parked Vehicle	Other
326	26252149	2024	12/19/2024 22:40	26252149	30.05869	2	1 St. Johns	Rural	12/19/2024 22:53	HURRICANE WINGS (230-6445) PJ	30.05869	-81.53504	CR 210	Curb	Not at Intersection	Dark - Lighted	Clear	Dry	N	Front to Rear	Parked Motor Vehicle	In Parking Lane	N	Non-Junction	Sheriff's Office (SO)	Parked Vehicle	Other
327	88401575	2021	9/28/2021 16:33	FHP021OFF033318	30.05839	2	2 St. Johns	Rural	9/28/2021 16:38	CR 210	30.05839	-81.53647	NATURE WALK PARKWAY	Paved	Not at Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Florida Highway Patrol (FHP)	Rear End	Rear End
328	27155508	2025	1/28/2025 12:45	SIO025CAD019144	30.05906	2	2 St. Johns	Rural	1/28/2025 12:49	CR 210	30.05906	-81.53386	CARTWHEEL BAY AVE	Curb	T-Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Sheriff's Office (SO)	Rear End	Rear End
329	24080874	2021	9/20/2021 17:31	SIO021CAD190907	29.914701	2	2 St. Johns	Rural	9/20/2021 17:31	CR 210 W	29.914701	-81.495729	CARTWHEEL BAY DR	Paved	Not at Intersection	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Rear End	Rear End
330	26043839	2023	12/18/2023 21:10	SIO023CAD297536	30.05906	2	5 St. Johns	Rural	12/18/2023 21:16	COUNTY RD 210 WESTBOUND	30.05906	-81.53386	CARTWHEEL BAY AVE	Curb	Not at Intersection	Dusk	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Rear End	Rear End
331	25796632	2023	10/25/2023 11:20	SIO023CAD059693	30.060608	2	2 St. Johns	Rural	10/25/2023 11:25	COUNTY ROAD 210 W	30.060608	-81.53387	CARTWHEEL BAY AVE	Curb	T-Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Rear End	Rear End
332	24762043	2022	12/19/2021 12:25	SIO021CAD056270	30.05906	2	2 St. Johns	Rural	12/19/2021 12:25	CR 210	30.05906	-81.53387	CART WHEEL BAY AVE	Curb	T-Intersection	Daylight	Clear	Dry	N	Sideswipe, Same Direx	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Sheriff's Office (SO)	Right/Through	Right Turn
333	25756774	2023	7/11/2023 8:45	SIO023CAD171825	30.05906	2	2 St. Johns	Rural	7/11/2023 8:50	CR 210	30.05906	-81.53386	CARTWHEEL BAY AVE	Paved	Not at Intersection	Daylight	Clear	Dry	N	Sideswipe, Same Direx	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Sheriff's Office (SO)	Same Direction Side	Sideswipe
334	24320605	2021	10/30/2021 18:30	SIO021CAD222391	30.05906	2	3 St. Johns	Rural	10/30/2021 18:30	CR 210	30.05906	-81.53386	CARTWHEEL BAY AVE	Curb	T-Intersection	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Intersection	Sheriff's Office (SO)	Left Entering	Left Turn
335	82385602	2022	6/15/2022 13:55	SIO022CAD130606	30.0562	2	3 St. Johns	Rural	6/15/2022 14:07	CR 210	30.0562	-81.53475	CARTWHEEL BAY AVE	Paved	T-Intersection	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	Sheriff's Office (SO)	Rear End	Rear End
336	24761807	2022	3/12/2022 10:43	SIO022CAD054340	30.060552	1	1 St. Johns	Rural	3/12/2022 10:43	COUNTY ROAD 210	30.060552	-81.533312	CARTWHEEL BAY AVE	Curb	Four-Way Intersection	Daylight	Cloudy	Wet	N	Other	Guardrail Face	Off Roadway	N	Non-Junction	Sheriff's Office (SO)	Off Road	Off Road
337	25460444	2022	11/29/2022																								

OBJECTID *	REPORT NUMBER	S4 CRASH SEVERITY	S4 CRASH SEVERITY DETAIL	S4 DAY OR NIGHT	S4 IS AGGRESSIVE DRIVING	S4 IS ALCOHOL RELATED	S4 IS CMV INVOLVED	S4 IS DISTRACTED	S4 IS DRUG RELATED	S4 IS HIT AND RUN	S4 IS INTERSECTION RELATED	S4 IS LANE DEPARTURE RELATED	S4 IS SPEEDING RELATED	S4 NONE INJURY COUNT	S4 INJURY COUNT	S4 POSSIBLE INJURY COUNT	S4 NON INCAPACITATING INJURY COUNT	S4 INCAPACITATING INJURY COUNT	S4 FATALITY COUNT	S4 FATALITY WITHIN 30 DAYS COUNT	S4 NON TRAFFIC FATALITY COUNT	S4 TRAILER COUNT	S4 MOTORCYCLE COUNT
1	88286472	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	1	0
2	82391526	No Injury	No Injury	NIGHT	N	Y	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
3	26251781	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	7	0	0	0	0	0	0	0	0	0
4	27156808	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
5	24081032	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	N	N	N	N	N	N	2	1	0	0	0	0	0	0	0	0
6	24082566	No Injury	No Injury	NIGHT	N	N	N	N	N	N	Y	N	N	5	0	0	0	0	0	0	0	0	0
7	89068592	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	4	0	0	0	0	0	0	0	0	0
8	25460437	No Injury	No Injury	NIGHT	N	N	N	Y	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
9	82397654	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	4	0	0	0	0	0	0	0	0	0
10	26252046	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
11	89287241	No Injury	No Injury	DAY	N	N	N	N	N	N	N	Y	N	2	0	0	0	0	0	0	0	0	0
12	24318768	No Injury	No Injury	NIGHT	N	N	N	N	N	N	N	N	N	1	0	0	0	0	0	0	0	0	0
13	89287623	No Injury	No Injury	DAY	N	N	N	N	N	Y	N	Y	N	0	0	0	0	0	0	0	0	0	0
14	25459094	No Injury	No Injury	NIGHT	Y	N	N	Y	N	Y	N	N	Y	4	0	0	0	0	0	0	0	0	0
15	87346893	No Injury	No Injury	DAY	N	N	N	N	N	N	N	Y	N	1	0	0	0	0	0	0	0	0	0
16	26045501	No Injury	No Injury	NIGHT	N	N	N	N	N	N	N	N	N	3	0	0	0	0	0	0	0	0	0
17	89286182	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N	Y	N	N	1	1	0	1	0	0	0	0	0	0
18	25755837	No Injury	No Injury	DAY	N	N	Y	N	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
19	24080821	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	3	0	0	0	0	0	0	0	0	0
20	24762616	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
21	87347428	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	2	0	0	0	0	0	0	0	1	0
22	25455394	No Injury	No Injury	DAY	N	N	N	N	N	N	N	Y	N	1	0	0	0	0	0	0	0	0	0
23	89287970	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	4	0	0	0	0	0	0	0	0	0
24	26251770	No Injury	No Injury	NIGHT	N	N	N	Y	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
25	26251775	No Injury	No Injury	NIGHT	N	N	N	Y	N	N	Y	N	N	1	0	0	0	0	0	0	0	0	0
26	24762486	No Injury	No Injury	DAY	N	N	Y	N	N	N	Y	N	N	2	0	0	0	0	0	0	0	1	0
27	25458867	No Injury	No Injury	NIGHT	N	N	N	N	N	N	N	Y	N	4	0	0	0	0	0	0	0	0	0
28	25755170	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
29	24081167	No Injury	No Injury	NIGHT	N	N	N	Y	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
30	88165205	Injury	Possible Injury	NIGHT	N	N	N	N	N	N	N	Y	N	0	2	0	2	0	0	0	0	0	0
31	24318292	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	5	0	0	0	0	0	0	0	0	0
32	24081937	No Injury	No Injury	NIGHT	N	N	N	Y	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
33	24317966	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	3	0	0	0	0	0	0	0	0	0
34	82203583	No Injury	No Injury	DAY	N	N	N	Y	N	N	N	N	N	4	0	0	0	0	0	0	0	0	0
35	24761055	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
36	25460995	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N	N	N	N	1	1	0	1	0	0	0	0	0	0
37	25460115	No Injury	No Injury	DAY	N	N	N	Y	N	N	N	Y	N	1	0	0	0	0	0	0	0	0	0
38	25755922	No Injury	No Injury	DAY	N	N	N	N	N	Y	N	N	N	1	0	0	0	0	0	0	0	0	0
39	26252065	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
40	27154210	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	1	0	0	0	0	0	0	0	0	0
41	26467331	Injury	Possible Injury	DAY	N	N	N	N	N	N	N	N	N	3	1	0	1	0	0	0	0	0	0
42	26251833	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	5	N	0	0	0	0	0	0	0	0
43	87347891	No Injury	No Injury	DAY	N	N	N	N	N	N	N	Y	N	2	0	0	0	0	0	0	0	0	0
44	24320502	No Injury	No Injury	DAY	N	N	N	Y	N	N	N	Y	N	2	0	0	0	0	0	0	0	0	0
45	24082556	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	4	0	0	0	0	0	0	0	0	0
46	25459987	Injury	Possible Injury	DAY	N	N	N	Y	N	N	N	N	N	1	1	1	1	0	0	0	0	0	0
47	24762670	No Injury	No Injury	DAY	N	N	N	Y	N	N	N	N	N	1	1	0	0	0	0	0	0	0	0
48	25461172	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	4	0	0	0	0	0	0	0	0	0
49	26251660	No Injury	No Injury	NIGHT	N	N	N	N	N	N	N	Y	N	3	0	0	0	0	0	0	0	0	0
50	26251870	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	1
51	82395824	No Injury	No Injury	DAY	N	N	N	Y	N	N	N	Y	N	3	0	0	0	0	0	0	0	0	0
52	27445541	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
53	26043592	No Injury	No Injury	DAY	N	N	N	N	N	N	N	Y	N	4	0	0	0	0	0	0	0	0	0
54	27154498	No Injury	No Injury	NIGHT	N	N	N	N	N	N	Y	N	N	2	N	0	0	0	0	0	0	0	0
55	89286620	No Injury	No Injury	DAY	N	N	N	N	N	N	N	Y	N	7	0	0	0	0	0	0	0	0	0
56	24762017	No Injury	No Injury	DAY	N	N	N	Y	N	N	N	Y	N	2	0	0	0	0	0	0	0	0	0
57	26046311	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
58	26250368	No Injury	No Injury	DAY	N	N	N	N	N	Y	N	Y	N	1	0	0	0	0	0	0	0	0	0
59	82385053	No Injury	No Injury	NIGHT	N	N	N	N	N	N	N	N	N	1	0	0	0	0	0	0	0	0	0
60	89070386	No Injury	No Injury	NIGHT	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
61	82383473	Injury	Possible Injury	NIGHT	N	N	N	N	N	N	N	N	N	0	1	0	1	0	0	0	0	0	1
62	24318626	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
63	24318669	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
64	24080663	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
65	87728722	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	4	0	0	0	0	0	0	0	1	0
66	25461141	No Injury	No Injury	NIGHT	N	N	N	NIGHT	N	N	N	N	N	4	0	0	0	0	0	0	0	0	0
67	25458082	No Injury	No Injury	NIGHT	N	N	N	N	N	N	Y	N	N	1	N	0	1	0	0	0	0	0	0
68	25757597	No Injury	No Injury	DAY	N	Y	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
69	27154490	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	3	0	0	0	0	0	0	0	0	0
70	26046151	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
71	25757894	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	4	0	0	0	0	0	0	0	0	0
72	26043846	Injury	Possible Injury	DAY	N	N	Y	N	N	N	N	N	N	1	1	0	1	0	0	0	0	1	0
73	25458740	Injury	Possible Injury	DAY	N	N	Y	N	N	N	Y	N	N	2	1	0	2	0	0	0	0	0	0
74	26251452	No Injury	No Injury	NIGHT	N	N	N	N	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
75	89286394	No Injury	No Injury	NIGHT	N	N	N	N	N	N	Y	N	N	3	0	0	0	0	0	0	0	0	0
76	26252047	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
77	82394090	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	3	0	0	0	0	0	0	0	0	0
78	89069011	No Injury	No Injury	DAY	N	N	Y	N	N	N	N	N	N	2	0	0	0	0	0	0	0	1	0
79	82400593	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
80	24081572	No Injury	No Injury	DAY	N	N	N	Y	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
81	26044048	No Injury	No Injury	NIGHT	N	Y	N	N	N	N	N	N	N	6	0	0	0	0	0	0	0	0	0
82	24318848	No Injury	No Injury	DAY	Y	N	N	N	N	N	N	Y											

[illegible]

OBJECTID *	REPORT NUMBER	S4 CRASH SEVERITY	S4 CRASH SEVERITY DETAIL	S4 DAY OR NIGHT	S4 IS AGGRESSIVE DRIVING	S4 IS ALCOHOL RELATED	S4 IS CMV INVOLVED	S4 IS DISTRACTED	S4 IS DRUG RELATED	S4 IS HIT AND RUN	S4 IS INTERSECTION RELATED	S4 IS LANE DEPARTURE RELATED	S4 IS SPEEDING RELATED	S4 NONE INJURY COUNT	S4 INJURY COUNT	S4 POSSIBLE INJURY COUNT	S4 NON INCAPACITATING INJURY COUNT	S4 INCAPACITATING INJURY COUNT	S4 FATALITY COUNT	S4 FATALITY WITHIN 30 DAYS COUNT	S4 NON TRAFFIC FATALITY COUNT	S4 TRAILER COUNT	S4 MOTORCYCLE COUNT
293	24082457	Injury	Possible Injury	DAY	N	N	N	Y	N	N	Y	N	N	1	1	1	1	0	0	0	0	0	0
294	24320398	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	4	0	0	0	0	0	0	0	0	0
295	24320145	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	1	0	0	0	0	0	0	0	0	0
296	25461384	No Injury	No Injury	DAY	N	N	N	N	N	Y	Y	N	N	3	0	0	0	0	0	0	0	0	0
297	82385754	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	3	0	0	0	0	0	0	0	0	0
298	89070043	No Injury	No Injury	DAY	N	N	N	Y	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
299	26044217	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	4	0	0	0	0	0	0	0	0	0
300	24763175	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
301	25461185	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	Y	N	N	N	N	N	3	1	0	0	1	0	0	0	0	0
302	89706358	No Injury	No Injury	DAY	N	N	Y	N	N	N	N	Y	N	2	0	0	0	0	0	0	0	1	0
303	24080913	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	N	N	Y	N	N	N	0	1	0	0	1	0	0	0	0	0
304	25459254	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	3	0	0	0	0	0	0	0	0	0
305	24080669	No Injury	No Injury	NIGHT	Y	N	N	N	N	N	Y	N	Y	3	0	0	0	0	0	0	0	1	0
306	88682502	No Injury	No Injury	DAY	N	N	N	N	N	Y	Y	N	N	0	0	0	0	0	0	0	0	0	0
307	24763264	No Injury	No Injury	DAY	Y	N	N	Y	N	Y	Y	N	N	1	0	0	0	0	0	0	0	0	0
308	26046163	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
309	24763046	No Injury	No Injury	NIGHT	N	N	N	N	N	N	N	Y	N	3	0	0	0	0	0	0	0	0	0
310	26250691	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
311	24081538	No Injury	No Injury	NIGHT	N	N	N	N	N	N	Y	N	N	1	0	0	0	0	0	0	0	0	0
312	24762345	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	3	0	0	0	0	0	0	0	0	0
313	89698632	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	7	0	0	0	0	0	0	0	0	0
314	26043597	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	4	0	0	0	0	0	0	0	0	0
315	24761054	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
316	26250325	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	4	0	0	0	0	0	0	0	0	0
317	24320468	No Injury	No Injury	DAY	N	N	N	Y	N	N	N	Y	N	1	0	0	0	0	0	0	0	0	0
318	27156742	No Injury	No Injury	DAY	N	N	N	Y	N	N	N	Y	N	3	0	0	0	0	0	0	0	0	0
319	26251464	No Injury	No Injury	DAY	N	N	N	N	N	Y	N	N	N	3	0	0	0	0	0	0	0	0	0
320	24079889	No Injury	No Injury	DAY	N	N	N	Y	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
321	82384583	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
322	24762476	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	1	0
323	89068493	No Injury	No Injury	DAY	N	N	N	N	N	Y	N	Y	N	1	0	0	0	0	0	0	0	0	0
324	24320615	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	4	0	0	0	0	0	0	0	0	0
325	26250705	No Injury	No Injury	DAY	N	N	N	N	N	N	N	Y	N	1	0	0	0	0	0	0	0	0	0
326	26252149	No Injury	No Injury	NIGHT	N	N	N	N	N	N	N	Y	N	1	0	0	0	0	0	0	0	0	0
327	88401575	Injury	Possible Injury	DAY	N	N	N	N	N	N	N	N	N	1	1	1	1	0	0	0	0	0	0
328	27155508	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
329	24080874	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
330	26043839	No Injury	No Injury	NIGHT	N	N	N	N	N	N	N	N	N	5	0	0	0	0	0	0	0	0	0
331	25758632	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
332	24760843	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	3	0	0	0	0	0	0	0	0	0
333	25756774	No Injury	No Injury	DAY	N	N	N	N	N	N	N	Y	N	2	0	0	0	0	0	0	0	0	0
334	24320605	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	3	0	0	0	0	0	0	0	1	0
335	82385602	Injury	Possible Injury	DAY	N	N	N	Y	N	N	Y	N	N	2	1	1	1	0	0	0	0	0	0
336	24761807	No Injury	No Injury	DAY	N	N	N	N	N	N	N	Y	N	1	0	0	0	0	0	0	0	0	0
337	25460444	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	0	0	0	0	0	0	0	0	0	0
338	24320626	Injury	Possible Injury	DAY	N	N	N	N	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	1
339	25757061	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
340	89287976	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N	Y	N	N	1	1	0	0	1	0	0	0	0	0
341	25756776	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
342	89286598	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	3	0	0	0	0	0	0	0	0	0
343	26250579	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	0	0	0	0	0	0	0	0	0	0
344	25755618	No Injury	No Injury	DAY	N	Y	N	N	N	N	Y	N	N	4	0	0	0	0	0	0	0	0	0
345	26251382	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N	Y	N	N	2	0	0	0	1	0	0	0	0	0
346	86637033	Injury	Possible Injury	DAY	N	N	N	N	N	N	Y	N	N	0	1	1	1	0	0	0	0	0	0
347	82204496	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
348	27155317	No Injury	No Injury	DAY	N	N	N	N	N	N	N	Y	N	2	0	0	0	0	0	0	0	0	0
349	25755201	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
350	26250129	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
351	82395678	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
352	87729399	No Injury	No Injury	DAY	N	N	Y	N	N	N	Y	N	N	0	0	0	0	0	0	0	0	0	0
353	25460658	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
354	25756297	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
355	26044317	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
356	25460289	No Injury	No Injury	DAY	N	N	N	Y	N	N	N	N	N	3	0	0	0	0	0	0	0	0	0
357	24320560	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
358	24319928	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
359	25757807	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
360	26250591	No Injury	No Injury	DAY	N	N	N	Y	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
361	82384586	No Injury	No Injury	DAY	N	N	N	N	N	Y	N	Y	N	1	0	0	0	0	0	0	0	0	0
362	24762482	Injury	Possible Injury	DAY	N	N	N	N	N	N	Y	N	N	1	1	0	1	0	0	0	0	0	0
363	27155139	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	4	0	0	0	0	0	0	0	0	0
364	82382200	Injury	Possible Injury	NIGHT	N	N	N	Y	N	N	N	N	N	2	2	2	2	0	0	0	0	0	0
365	89287971	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
366	26251450	Serious Injury	Incapacitating Injury	NIGHT	N	N	N	N	N	N	Y	N	N	1	1	0	0	1	0	0	0	0	1
367	88680956	Injury	Possible Injury	NIGHT	N	N	N	N	N	N	Y	N	N	1	1	1	1	0	0	0	0	0	0
368	87345295	No Injury	No Injury	DAY	N	N	N	N	N	N	Y	N	N	2	0	0	0	0	0	0	0	0	0
369	24762609	No Injury	No Injury	DAY	N	N	N	Y	N	N	N	N	N	3	0	0	0	0	0	0	0	0	0
370	24319039	Injury	Possible Injury	DAY	N	N	N	N	N	N	N	Y	N	1	1	0	1	0	0	0	0	0	0
371	82383740	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0	0	0	0	0
372	24318852	No Injury	No Injury	DAY	N	N	N	N	N	N	N	Y	N	2	0	0	0	0	0	0	0	0	0
373	27154601	No Injury	No Injury	DAY	N	N	N	N	N	N	N	N	N	2	0	0	0	0	0				

OBJECTID *	REPORT NUMBER	S4 MOPED COUNT	S4 NON MOTORIST COUNT	S4 BICYCLIST COUNT	S4 PEDESTRIAN COUNT	S4 DRIVER COUNT	S4 AGING DRIVER COUNT	S4 TEENAGER DRIVER COUNT	S4 PASSENGER COUNT	S4 UNRESTRAINED COUNT	S4 UNRESTRAINED INJURY COUNT	S4 UNRESTRAINED INCAPACITATING INJURY COUNT	S4 UNRESTRAINED FATALITY COUNT	S4 MOTORCYCLIST COUNT	S4 MOTORCYCLIST INCAPACITATING INJURY COUNT	S4 MOTORCYCLIST FATALITY COUNT	S4 IS PEDESTRIAN INVOLVED	S4 PEDESTRIAN INCAPACITATING INJURY COUNT	S4 PEDESTRIAN FATALITY COUNT	S4 IS BICYCLIST INVOLVED
1	88286472	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
2	82391526	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
3	26251781	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0 N	0	0	0 N
4	27156808	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
5	24081032	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
6	24082566	0	0	0	0	2	0	2	3	0	0	0	0	0	0	0	0 N	0	0	0 N
7	89068592	0	0	0	0	2	0	1	2	0	0	0	0	0	0	0	0 N	0	0	0 N
8	25460437	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
9	82397654	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0 N	0	0	0 N
10	26252046	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
11	89287241	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
12	24318768	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
13	89287623	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
14	25450094	0	0	0	0	2	0	0	1	2	0	0	0	0	0	0	0 N	0	0	0 N
15	87346893	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
16	26045001	0	0	0	0	2	1	1	0	1	0	0	0	0	0	0	0 N	0	0	0 N
17	89286182	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
18	25755837	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
19	24080821	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
20	24762616	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
21	87347428	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
22	25450394	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
23	89287970	0	0	0	0	2	0	0	1	2	0	0	0	0	0	0	0 N	0	0	0 N
24	26251770	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
25	26251775	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
26	24762486	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
27	25458867	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0 N	0	0	0 N
28	25755170	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
29	24081167	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0 N	0	0	0 N
30	88165205	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
31	24318292	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0 N	0	0	0 N
32	24081937	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
33	24317966	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0 N	0	0	0 N
34	82203583	0	0	0	0	3	1	2	1	0	0	0	0	0	0	0	0 N	0	0	0 N
35	24761055	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
36	25460995	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0 N	0	0	0 N
37	25460115	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0 N	0	0	0 N
38	25755922	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
39	26252065	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
40	27154210	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
41	26467331	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0 N	0	0	0 N
42	26251833	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0 N	0	0	0 N
43	87347891	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
44	24320502	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
45	24082556	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0 N	0	0	0 N
46	25459987	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
47	24762670	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
48	25461172	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0 N	0	0	0 N
49	26251660	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
50	26251870	0	0	0	0	2	0	0	1	0	0	0	0	0	1	0	0 N	0	0	0 N
51	82395824	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0 N	0	0	0 N
52	27445541	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
53	26043592	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0 N	0	0	0 N
54	27154498	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
55	89286620	0	0	0	0	2	0	0	1	5	0	0	0	0	0	0	0 N	0	0	0 N
56	24762017	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
57	26046311	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0 N	0	0	0 N
58	26250368	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
59	82385053	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
60	89070386	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0 N	0	0	0 N
61	82383473	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0 N	0	0	0 N
62	24318626	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
63	24318669	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
64	24080663	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
65	87728722	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0 N	0	0	0 N
66	25461141	0	0	0	0	2	0	2	2	2	0	0	0	0	0	0	0 N	0	0	0 N
67	25459082	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
68	25757597	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
69	27154490	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0 N	0	0	0 N
70	26046151	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
71	25757894	0	0	0	0	2	1	0	2	0	0	0	0	0	0	0	0 N	0	0	0 N
72	26043946	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
73	25458740	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
74	26251452	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
75	89286394	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0 Y	0	0	0 N
76	26252047	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
77	82394090	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0 N	0	0	0 N
78	89069011	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
79	83400593	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
80	24081572	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0 N	0	0	0 N
81	26044048	0	0	0	0	2	0	0	0	4	3	0	0	0	0	0	0 N	0	0	0 N
82	24318848	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
83	24080973	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
84	24761518	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
85	87726372	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
86	25460562	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
87	24762852	0	0	0	0	2	0	0												

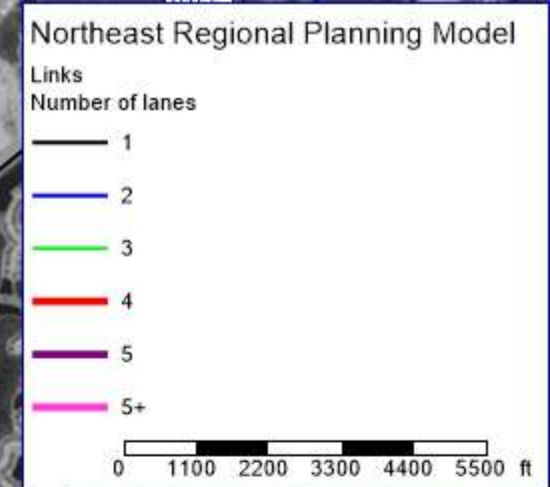
	REPORT NUMBER	S4 HOPED COUNT	S4 NON MOTORIST COUNT	S4 BICYCLIST COUNT	S4 PEDESTRIAN COUNT	S4 DRIVER COUNT	S4 AGING DRIVER COUNT	S4 TEENAGER DRIVER COUNT	S4 PASSENGER COUNT	S4 UNRESTRAINED COUNT	S4 UNRESTRAINED INJURY COUNT	S4 UNRESTRAINED INCAPACITATING INJURY COUNT	S4 UNRESTRAINED FATALITY COUNT	S4 MOTORCYCLIST COUNT	S4 MOTORCYCLIST INCAPACITATING INJURY COUNT	S4 MOTORCYCLIST FATALITY COUNT	S4 IS PEDESTRIAN INVOLVED	S4 PEDESTRIAN INCAPACITATING INJURY COUNT	S4 PEDESTRIAN FATALITY COUNT	S4 IS BICYCLIST INVOLVED
293	24082457	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
294	24320388	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0 N	0	0	0 N
295	24320145	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
296	25461384	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
297	82385754	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
298	89070043	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
299	26044217	0	0	0	0	0	2	1	0	2	0	0	0	0	0	0	0 N	0	0	0 N
300	24763175	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
301	25461185	0	0	0	0	0	2	1	0	2	0	0	0	0	0	0	0 N	0	0	0 N
302	89706358	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
303	24480913	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
304	25459254	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0 N	0	0	0 N
305	24080669	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0 N	0	0	0 N
306	88682502	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
307	24763264	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
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309	24763046	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
310	26250691	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0 N	0	0	0 N
311	24081538	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
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313	89069632	0	0	0	0	0	3	0	0	4	0	0	0	0	0	0	0 N	0	0	0 N
314	26043597	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0 N	0	0	0 N
315	24761054	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0 N	0	0	0 N
316	26250325	0	0	0	0	0	2	1	0	2	0	0	0	0	0	0	0 N	0	0	0 N
317	24320468	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
318	27156742	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0 N	0	0	0 N
319	26251464	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0 N	0	0	0 N
320	24079889	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
321	82384582	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0 N	0	0	0 N
322	24762476	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
323	89068493	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
324	24320615	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0 N	0	0	0 N
325	26250705	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0 N	0	0	0 N
326	26250149	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
327	88401575	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
328	27155508	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
329	24080874	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
330	26043839	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0 N	0	0	0 N
331	25756632	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
332	24760843	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
333	25756774	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0 N	0	0	0 N
334	24320605	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0 N	0	0	0 N
335	82385602	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0 N	0	0	0 N
336	24761807	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
337	25460444	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
338	24320626	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0 N	0	0	0 N
339	25757061	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
340	89287976	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
341	25756776	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
342	89286598	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0 N	0	0	0 N
343	26250579	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0 N	0	0	0 N
344	25755618	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0 N	0	0	0 N
345	26251382	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0 N	0	0	0 N
346	89637033	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0 N	0	0	0 N
347	82204496	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
348	27155317	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
349	25755201	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
350	26250129	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
351	82369678	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
352	87729399	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
353	25460658	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
354	25756297	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
355	26044317	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
356	25460289	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0 N	0	0	0 N
357	24320580	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
358	24319928	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
359	25757807	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0 N	0	0	0 N
360	26250591	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
361	82384586	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
362	24762482	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
363	27155138	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0 N	0	0	0 N
364	82382200	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0 N	0	0	0 N
365	89287971	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
366	26251450	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0 N	0	0	0 N
367	88680956	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0 N	0	0	0 N
368	87345295	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
369	24762009	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0 N	0	0	0 N
370	24319039	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0 N	0	0	0 Y
371	82383740	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0 N	0	0	0 N
372	24318852	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
373	27154601	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0 N	0	0	0 N
374	27145564	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0 N	0	0	0 N
375	26045208	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
376	25461279	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N
377	24318832	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0 N	0	0	0 N
378	24318762	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 N	0	0	0 N</

OBJECTID *	REPORT NUMBER	S4 BICYCLIST INCAPACITATING INJURY COUNT	S4 BICYCLIST FATALITY COUNT	S4 CITATION COUNT	S4 CITATION AMOUNT	S4 PROPERTY DAMAGE COUNT	S4 X	S4 Y	S4 LATITUDE	S4 LONGITUDE	
1	89286472	0	0	0	0	0	0	449400.1	3325534	30.059854	-81.524947
2	82391526	0	0	2	0	0	0	449400.1	3325534	30.059854	-81.524947
3	26251781	0	0	1	0	0	0	449400.1	3325534	30.059854	-81.524947
4	27156806	0	0	1	0	0	0	449400.1	3325534	30.059854	-81.524947
5	24081032	0	0	1	0	0	0	449400	3325534	30.059856	-81.524948
6	24082566	0	0	1	0	0	0	449403.1	3325534	30.059856	-81.524916
7	89068592	0	0	3	0	0	0	449409.2	3325534	30.059855	-81.524853
8	25460437	0	0	1	0	0	0	449399.2	3325540	30.059914	-81.524957
9	82397654	0	0	1	0	0	0	449399.2	3325540	30.059914	-81.524957
10	26252046	0	0	0	0	0	0	449399.2	3325540	30.059914	-81.524957
11	89287241	0	0	0	0	0	0	449399.6	3325543	30.059907	-81.524953
12	24318768	0	0	0	0	0	0	449401.2	3325549	30.059904	-81.524937
13	89287623	0	0	0	0	0	1	449401.2	3325549	30.059904	-81.524937
14	25459094	0	0	2	0	0	0	449401.2	3325549	30.059904	-81.524937
15	87346893	0	0	1	0	0	1	449409.9	3325455	30.059145	-81.524842
16	26946901	0	0	0	0	0	0	449400.9	3325504	30.059594	-81.524937
17	89086182	0	0	1	0	0	1	449405.2	3325521	30.059741	-81.524894
18	25755837	0	0	1	0	0	0	449377.1	3325534	30.059852	-81.525186
19	24080821	0	0	2	0	0	0	449385.1	3325534	30.059853	-81.525103
20	24762616	0	0	1	0	0	0	449385.1	3325534	30.059853	-81.525103
21	87347428	0	0	1	0	0	0	449385.1	3325534	30.059853	-81.525103
22	25459394	0	0	0	0	0	0	449385.1	3325534	30.059853	-81.525103
23	89287070	0	0	1	0	0	0	449385.1	3325534	30.059853	-81.525103
24	26251770	0	0	1	0	0	0	449385.1	3325534	30.059853	-81.525103
25	26251775	0	0	1	0	0	0	449385.1	3325534	30.059853	-81.525103
26	24762486	0	0	0	0	0	0	449391.1	3325534	30.059853	-81.52504
27	25458867	0	0	1	0	0	0	449397.1	3325534	30.059854	-81.524978
28	25755170	0	0	1	0	0	0	449398.1	3325534	30.059854	-81.524968
29	24081167	0	0	1	0	0	0	449399.9	3325534	30.059854	-81.52495
30	88165205	0	0	1	0	0	0	449400.1	3325534	30.059854	-81.524947
31	24318292	0	0	0	0	0	0	449400.1	3325534	30.059854	-81.524947
32	24081937	0	0	1	0	0	0	449400.1	3325534	30.059854	-81.524947
33	24317966	0	0	1	0	0	0	449400.1	3325534	30.059854	-81.524947
34	82203563	0	0	1	0	0	0	449400.1	3325534	30.059854	-81.524947
35	24761055	0	0	1	0	0	0	449400.1	3325534	30.059854	-81.524947
36	25460965	0	0	1	0	0	0	449400.1	3325534	30.059854	-81.524947
37	25460115	0	0	2	0	0	0	449400.1	3325534	30.059854	-81.524947
38	25755922	0	0	0	0	0	0	449400.1	3325534	30.059854	-81.524947
39	26252065	0	0	1	0	0	0	449400.1	3325534	30.059854	-81.524947
40	27154210	0	0	0	0	0	1	449400.1	3325534	30.059854	-81.524947
41	26467331	0	0	3	0	0	0	449400.1	3325534	30.059854	-81.524947
42	26251833	0	0	1	0	0	0	449400.1	3325534	30.059854	-81.524947
43	87347891	0	0	1	0	0	0	448820.4	3325777	30.062025	-81.530973
44	24320502	0	0	1	0	0	0	448824.6	3325727	30.061574	-81.530927
45	24082556	0	0	1	0	0	0	448824.6	3325727	30.061574	-81.530927
46	25459967	0	0	1	0	0	0	448824.6	3325727	30.061574	-81.530927
47	24762870	0	0	1	0	0	0	448824.6	3325727	30.061574	-81.530927
48	25461172	0	0	0	0	0	0	448824.6	3325727	30.061574	-81.530927
49	26251660	0	0	1	0	0	0	448824.6	3325727	30.061574	-81.530927
50	26251870	0	0	1	0	0	0	448824.6	3325727	30.061574	-81.530927
51	82395824	0	0	1	0	0	0	448824.6	3325727	30.061574	-81.530927
52	27445541	0	0	1	0	0	0	448824.6	3325727	30.061574	-81.530927
53	26943592	0	0	1	0	0	0	448824.4	3325694	30.061277	-81.530928
54	27154496	0	0	1	0	0	0	448824.4	3325694	30.061277	-81.530928
55	89286020	0	0	1	0	0	0	448833.1	3325717	30.061488	-81.530838
56	24762017	0	0	1	0	0	0	448841.1	3325688	30.061218	-81.530754
57	26046311	0	0	0	0	0	0	448841.1	3325688	30.061218	-81.530754
58	26250368	0	0	0	0	0	0	448845.1	3325597	30.060397	-81.530708
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60	89070396	0	0	0	0	0	0	448854.6	3325536	30.059854	-81.530607
61	82383473	0	0	0	0	0	0	448854.6	3325536	30.059854	-81.530607
62	24318626	0	0	1	0	0	0	448854.6	3325536	30.059854	-81.530607
63	24318669	0	0	2	0	0	0	448854.6	3325536	30.059854	-81.530607
64	24080663	0	0	1	0	0	0	448854.6	3325536	30.059854	-81.530607
65	87728722	0	0	0	0	0	0	448854.6	3325536	30.059854	-81.530607
66	25461141	0	0	2	0	0	1	448854.6	3325536	30.059854	-81.530607
67	25459802	0	0	0	0	0	0	448854.6	3325536	30.059854	-81.530607
68	25757597	0	0	2	0	0	0	448854.6	3325536	30.059854	-81.530607
69	27154490	0	0	1	0	0	0	448854.6	3325536	30.059854	-81.530607
70	26046151	0	0	1	0	0	0	448854.6	3325536	30.059854	-81.530607
71	25757894	0	0	1	0	0	0	448854.6	3325536	30.059854	-81.530607
72	26043946	0	0	1	0	0	0	448854.6	3325536	30.059854	-81.530607
73	25458740	0	0	1	0	0	0	448854.6	3325536	30.059854	-81.530607
74	26251452	0	0	1	0	0	0	448854.6	3325536	30.059854	-81.530607
75	89286394	0	0	2	0	0	0	448854.6	3325536	30.059854	-81.530607
76	26252047	0	0	0	0	0	0	448854.6	3325536	30.059854	-81.530607
77	82394090	0	0	0	0	0	0	448844	3325558	30.060045	-81.530718
78	89090911	0	0	1	0	0	0	448848	3325559	30.060058	-81.530676
79	82409063	0	0	0	0	0	0	448851.6	3325559	30.060057	-81.530638
80	24081572	0	0	1	0	0	0	448849.9	3325566	30.060121	-81.530657
81	26044048	0	0	1	0	0	0	448856.3	3325677	30.06022	-81.530591
82	24318848	0	0	1	0	0	1	448865.2	3325531	30.059804	-81.530497
83	24080973	0	0	1	0	0	0	448865.2	3325531	30.059804	-81.530497
84	24761518	0	0	1	0	0	0	448865.2	3325531	30.059804	-81.530497
85	87728372	0	0	1	0	0	0	448865.2	3325531	30.059804	-81.530497
86	25460562	0	0	0	0	0	0	448865.2	3325531	30.059804	-81.530497
87	24762852	0	0	1	0	0	0	448865.2	3325531	30.059804	-81.530497
88	82395530	0	0	1	0	0	0	448865.2	3325531	30.059804	-81.530497
89	25461204	0	0	1	0	0	0	448865.2	3325531	30.059804	-81.530497
90	25458823	0	0	1	0	0	0	448865.2	3325531	30.059804	-81.530497
91	26044499	0	0	1	0	0	0	448865.2	3325531	30.059804	-81.530497
92	26045492	0	0	1	0	0	0	448865.2	3325531	30.059804	-81.530497
93	25757214	0	0	1	0	0	0	448865.2	3325531	30.059804	-81.530497
94	26045794	0	0	1	0	0	0	448865.2	3325531	30.059804	-81.530497
95	27155496	0	0	1	0	0	0	448865.2	3325531	30.059804	-81.530497
96	27154212	0	0	0	0	0	0	448865.2	3325531	30.059804	-81.530497
97	27155095	0	0	1	0	0	0	448865.2	3325531	30.059804	-81.530497
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99	27156432	0	0	1	0	0	0	448865.2	3325531	30.059804	-81.530497
100	87347853	0	0	1	0	0	0	448855	3325533	30.059828	-81.530602
101	27154465	0	0	2	0	0	0	448855	3325533	30.059828	-81.530602
102	27154503	0	0	0	0	0	0	448857.5	3325537	30.059858	-81.530576
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104	89089007	0	0	1	0	0	0	448861.4	3325553	30.060004	-81.530527
105	26252516	0	0	1	0	0	0	448866.6	3325553	30.060008	-81.530483
106	26251159	0	0	1	0	0	0	448866.1	3325558	30.060053	-81.530489
107	25755779	0	0	1	0	0	0	448864.2	3325568	30.060141	-81.530508
108	24319782	0	0	1	0	0	0	448839.7	3325534	30.059833	-81.530761
109	26251298	0	0	1	0	0	0</				

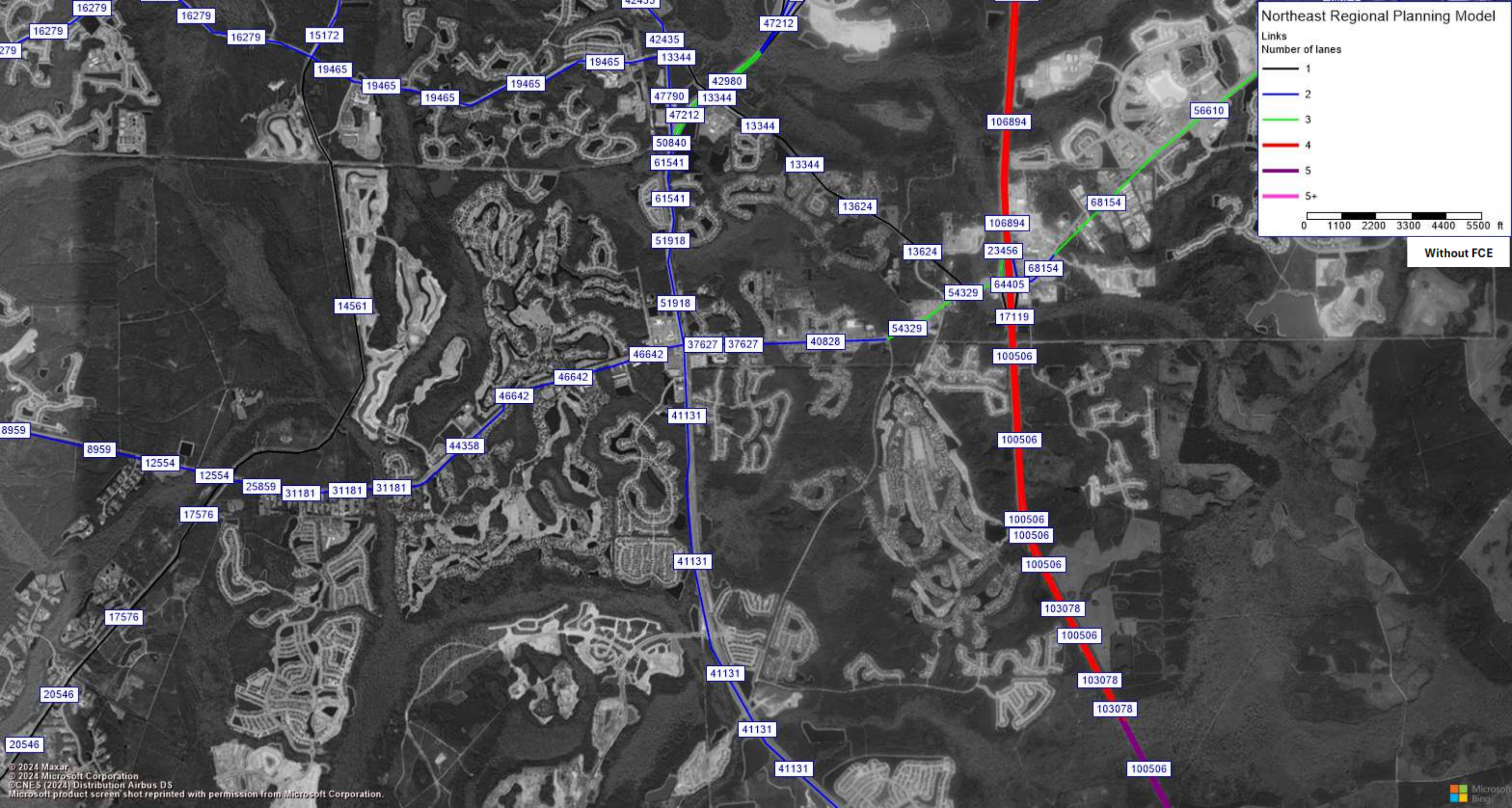
OBJECTID *	REPORT NUMBER	S4 BICYCLIST INCAPACITATING INJURY COUNT	S4 BICYCLIST FATALITY COUNT	S4 CITATION COUNT	S4 CITATION AMOUNT	S4 PROPERTY DAMAGE COUNT	S4 X	S4 Y	S4 LATITUDE	S4 LONGITUDE	
147	26252339	0	0	1	0	0	0	448854.6	3325536	30.059854	-81.530607
148	87347437	0	0	1	0	0	0	448868.1	3325544	30.059928	-81.530467
149	87739338	0	0	1	0	0	0	448868.2	3325543	30.059919	-81.530465
150	24081171	0	0	0	0	0	0	448868.5	3325543	30.059917	-81.530463
151	24761164	0	0	1	0	0	0	448868.4	3325535	30.059839	-81.530463
152	82395817	0	0	0	0	0	0	448869	3325539	30.059874	-81.530457
153	89286180	0	0	1	0	0	0	448869	3325539	30.059874	-81.530457
154	24082459	0	0	1	0	0	0	448869	3325539	30.059874	-81.530457
155	26252160	0	0	1	0	0	0	448869	3325539	30.059874	-81.530457
156	27154679	0	0	0	0	0	0	448869	3325539	30.059874	-81.530457
157	25459262	0	0	1	0	0	0	448869	3325539	30.059874	-81.530457
158	89286697	0	0	0	0	0	0	448868.3	3325525	30.059752	-81.530463
159	27156288	0	0	1	0	0	0	448869.5	3325536	30.059848	-81.530452
160	89070389	0	0	1	0	0	0	448871.4	3325545	30.059935	-81.530433
161	87728714	0	0	0	0	0	0	448872	3325547	30.059952	-81.530427
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163	82383666	0	0	1	0	0	0	448889.5	3325527	30.059771	-81.530244
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172	25459249	0	0	0	0	0	0	448856.4	3325523	30.059734	-81.530587
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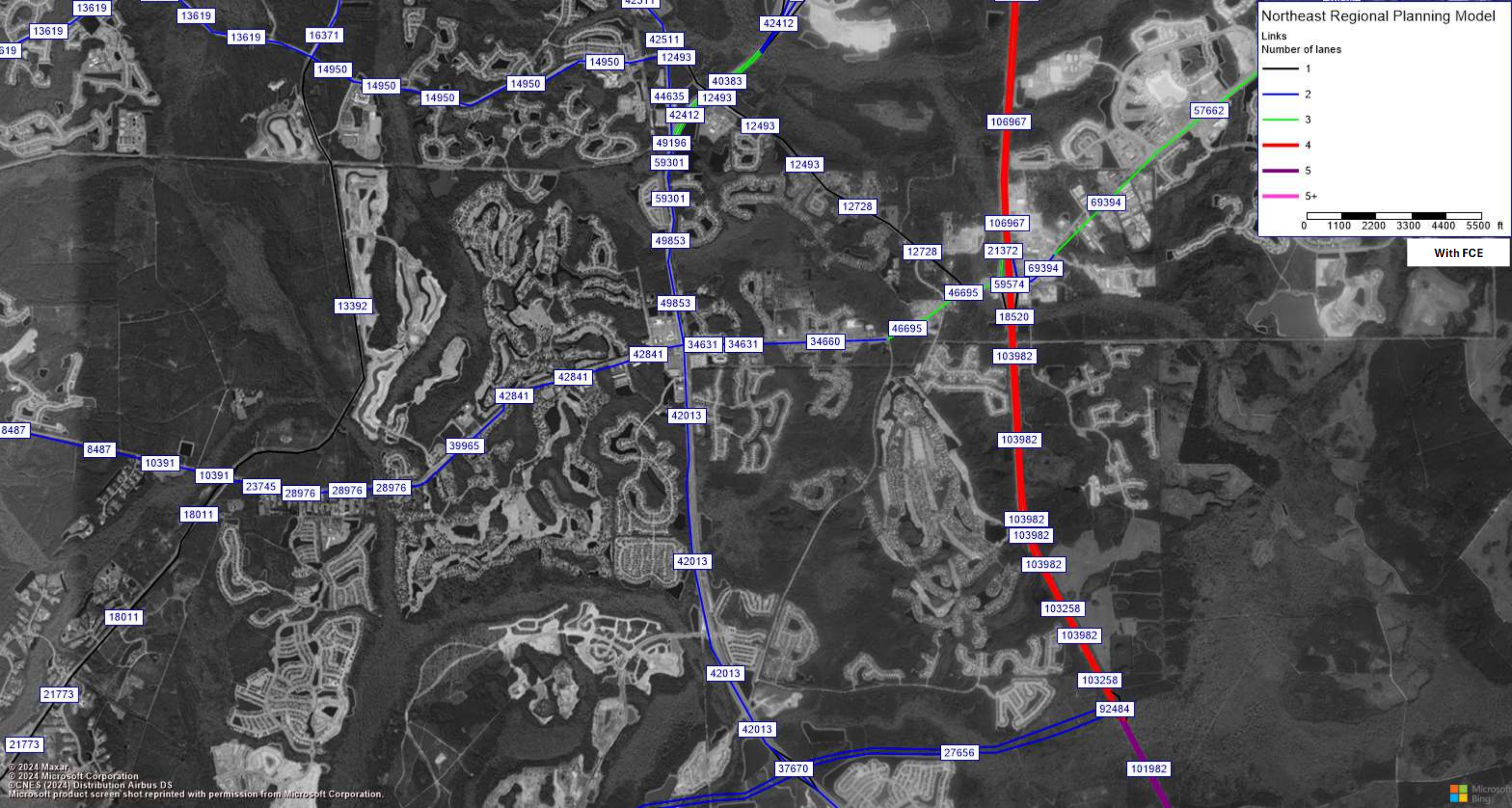
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294	24320388	0	0	1	0	0	0	448896.3	3325514	30.05948	-81.531107
295	24320145	0	0	0	0	0	0	448879.3	3325494	30.059471	-81.530348
296	25461384	0	0	0	0	0	0	448810.8	3325514	30.059655	-81.53106
297	82385754	0	0	2	0	0	0	448858.6	3325507	30.059587	-81.530563
298	89070043	0	0	1	0	0	0	448858.6	3325507	30.059587	-81.530563
299	26044217	0	0	1	0	0	0	448858.6	3325507	30.059587	-81.530563
300	24763175	0	0	1	0	0	0	448858.6	3325507	30.059587	-81.530563
301	25461185	0	0	1	0	0	0	448826.9	3325518	30.059685	-81.530893
302	89706358	0	0	0	0	0	0	448826.9	3325518	30.059685	-81.530893
303	24080913	0	0	0	0	0	0	448826.4	3325520	30.059705	-81.530898
304	25459254	0	0	1	0	0	0	448841.6	3325521	30.059712	-81.53074
305	24080669	0	0	1	0	0	0	448844.1	3325520	30.059708	-81.530715
306	88621502	0	0	0	0	0	1	448848	3325515	30.059664	-81.530467
307	24763254	0	0	1	0	0	0	448857.5	3325519	30.059696	-81.530576
308	26046163	0	0	1	0	0	0	448830.4	3325529	30.059791	-81.530857
309	24763046	0	0	1	0	0	0	448856.6	3325522	30.059721	-81.530585
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311	24081538	0	0	1	0	0	0	448840.8	3325527	30.059766	-81.530749
312	24762345	0	0	1	0	0	0	448824.9	3325532	30.059812	-81.530915
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314	26043597	0	0	1	0	0	0	448407.8	3325396	30.058569	-81.535235
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316	26250325	0	0	1	0	0	0	448413.4	3325414	30.058727	-81.535177
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318	27156742	0	0	0	0	0	1	448427	3325410	30.058694	-81.535037
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322	24762476	0	0	0	0	0	0	448427	3325409	30.058684	-81.535037
323	89068493	0	0	1	0	0	0	448427	3325409	30.058684	-81.535037
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326	26252149	0	0	1	0	0	0	448427	3325409	30.058684	-81.535037
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328	27155508	0	0	1	0	0	0	448503.6	3325425	30.058833	-81.534242
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391	26046301	0	0	0	0	0	0	448904.5	3325182	30.056659	-81.530072
392	24761888	0	0	1	0	0	0	448888.6	3325188	30.056714	-81.530237
393	82395519	0	0	1	0	0	0	448888.6	3325188	30.056714	-81.530237
394	25458919	0	0	1	0	0	0	448888.6	3325188	30.056714	-81.530237
395	26252151	0	0	1	0	0	0	448888.6	3325188	30.056714	-81.530237
396	25757874	0	0	0	0	0	0	448896.3	3325189	30.056724	-81.530157
397	27155517	0	0	1	0	0	0	448896.3	3325189	30.056724	-81.530157
398	26043926	0	0	1	0	0	0	448877.5	3325234	30.057128	-81.530354
399	26045704	0	0	1	0	0	0	448872.4	3325284	30.057575	-81.530409
400	26251389	0	0	1	0	0	0	448873.2	3325396		

Appendix F:
2020 NERPM Network Layout



Appendix G:
2050 NERPM Network Layouts





Appendix H:

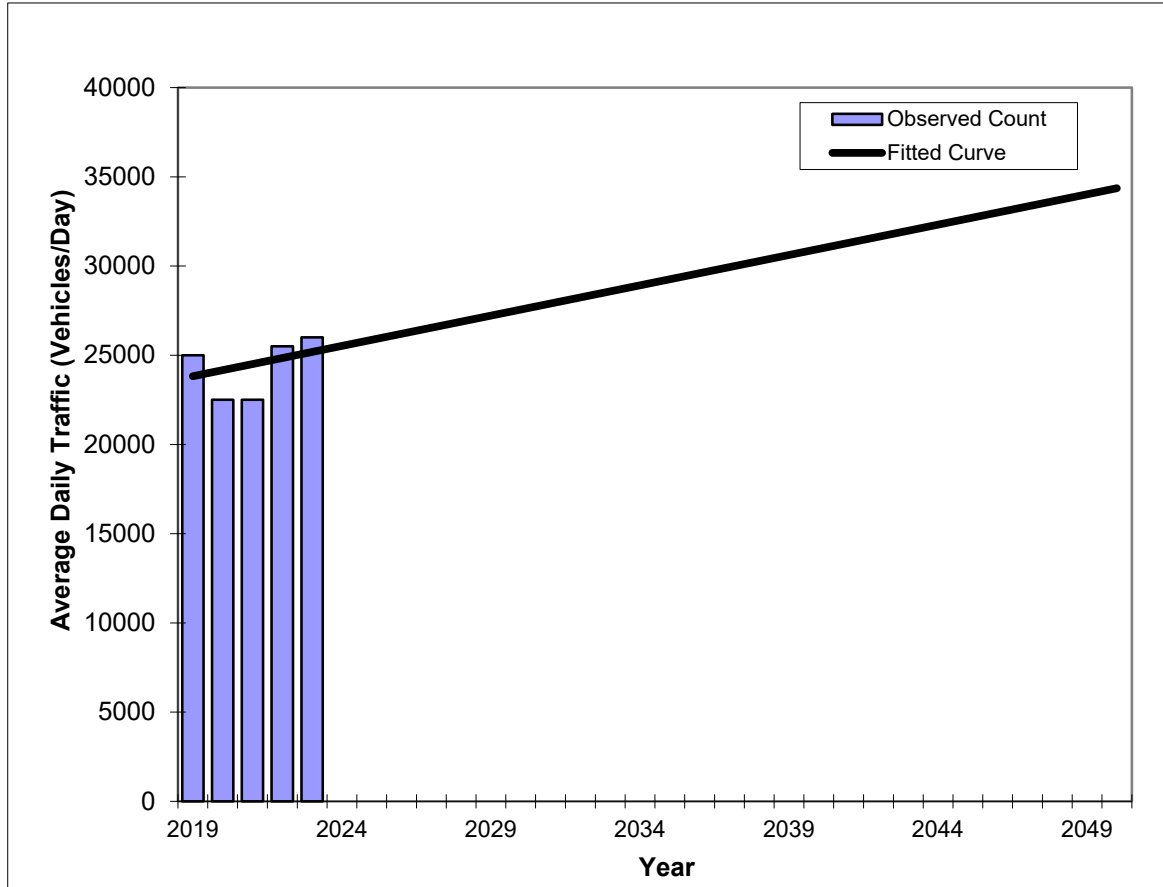
FDOT Trends Analysis

Traffic Trends - V2023

-- CR 210 .2 M. W. OF RUSSEL SAMPSON RD.

FM #	#441371-1
Location	

County:	St. Johns (78)
Station #:	780287
Roadway:	



Annual Trend Increase:	340
Trend R-squared:	23.21%
Trend Annual Historic Growth Rate:	1.43%
Trend Growth Rate (2023 to Design Year)	1.35%
Printed:	3/6/2026
Linear Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	25,000	23,820
2020	22,500	24,160
2021	22,500	24,500
2022	25,500	24,840
2023	26,000	25,180
2030 Opening Year Trend		
2030	N/A	27,560
2040 Interim Year Trend		
2040	N/A	30,960
2050 Design Year Trend		
2050	N/A	34,360
FSUTMS Forecasts/Trends		
2023	26,000	25,180
2026	24,000	26,200

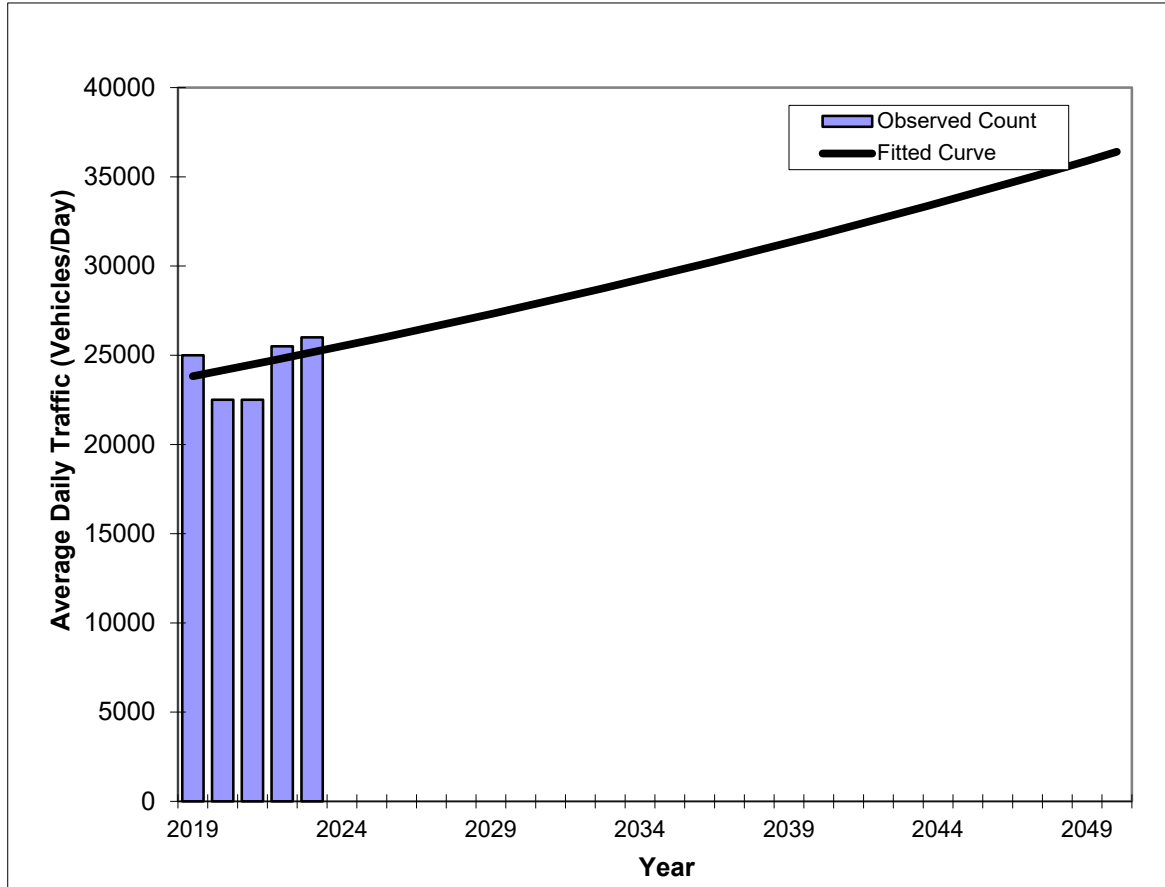
*Axle-Adjusted

Traffic Trends - V2023

-- CR 210 .2 M. W. OF RUSSEL SAMPSON RD.

FM #	#441371-1
Location	

County:	St. Johns (78)
Station #:	780287
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	25,000	23,820
2020	22,500	24,150
2021	22,500	24,480
2022	25,500	24,820
2023	26,000	25,160
2030 Opening Year Trend		
2030	N/A	27,690
2040 Interim Year Trend		
2040	N/A	31,750
2050 Design Year Trend		
2050	N/A	36,400
FSUTMS Forecasts/Trends		
2023	26,000	25,160
2026	24,000	26,210

Trend R-squared:	22.65%
Compounded Annual Historic Growth Rate:	1.38%
Compounded Growth Rate (2023 to Design Year)	1.38%
Printed:	3/6/2026
Exponential Growth Option	

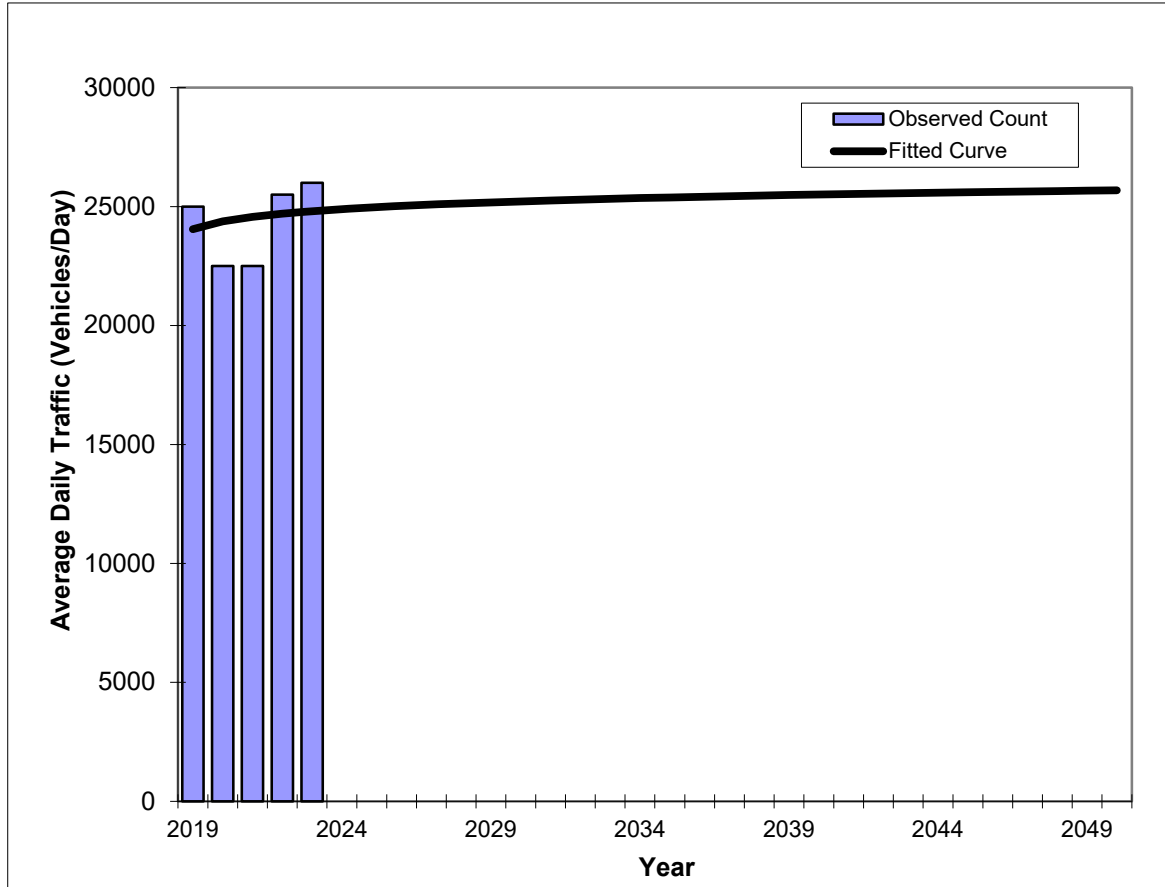
*Axle-Adjusted

Traffic Trends - V2023

-- CR 210 .2 M. W. OF RUSSEL SAMPSON RD.

FM #	#441371-1
Location	

County:	St. Johns (78)
Station #:	780287
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	25,000	24,050
2020	22,500	24,380
2021	22,500	24,570
2022	25,500	24,700
2023	26,000	24,810
2030 Opening Year Trend		
2030	N/A	25,220
2040 Interim Year Trend		
2040	N/A	25,510
2050 Design Year Trend		
2050	N/A	25,680
FSUTMS Forecasts/Trends		
2023	2,023	24,810
2026	2,026	25,030

Trend R-squared:	7.20%
Compounded Annual Historic Growth Rate:	0.78%
Compounded Growth Rate (2023 to Design Year)	0.13%
Printed:	3/6/2026
Decaying Exponential Growth Option	

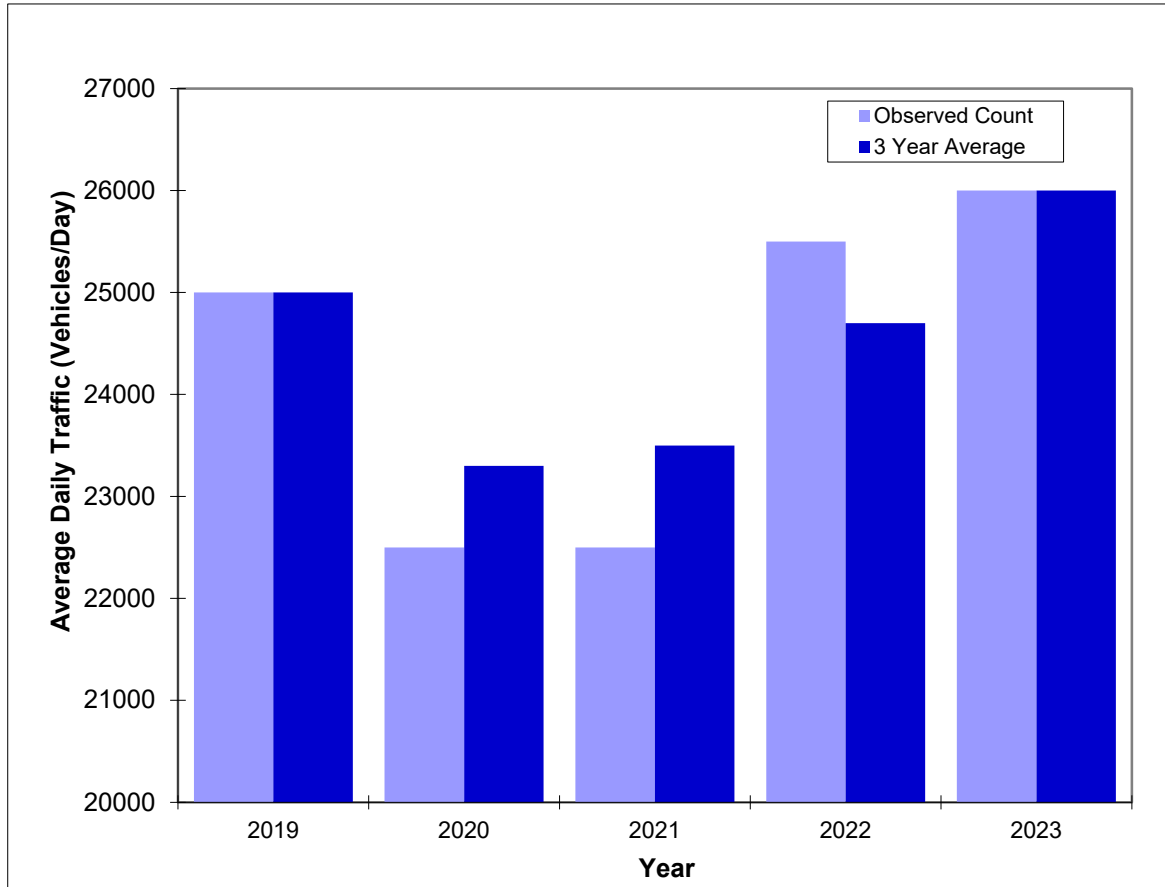
*Axle-Adjusted

Traffic Trends - V2023

-- CR 210 .2 M. W. OF RUSSEL SAMPSON RD.

FM #	#441371-1
Location	

County:	St. Johns (78)
Station #:	780287
Roadway:	



Actual AADT vs 3 Year Average

Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2019	25,000	25,000
2020	22,500	23,300
2021	22,500	23,500
2022	25,500	24,700
2023	26,000	26,000

*Axle-Adjusted

Appendix I:

Population Projections

Projections of Florida Population by County, 2025–2050, with Estimates for 2024 (continued)

County and State	Estimates April 1, 2024	Projections, April 1					
		2025	2030	2035	2040	2045	2050
MIAMI-DADE	2,774,841						
Low		2,726,600	2,723,900	2,683,200	2,627,200	2,569,400	2,515,600
Medium		2,796,500	2,888,600	2,953,500	2,997,400	3,033,500	3,067,800
High		2,866,400	3,053,200	3,223,700	3,367,500	3,497,700	3,620,000
MONROE	84,147						
Low		82,200	81,000	78,900	76,500	73,900	71,400
Medium		84,700	86,900	88,400	89,400	90,000	90,500
High		87,300	92,800	97,900	102,300	106,100	109,600
NASSAU	103,990						
Low		102,400	107,900	110,300	111,000	109,800	107,900
Medium		106,700	118,500	128,200	136,400	142,800	148,400
High		110,900	129,200	146,100	161,900	175,700	188,900
OKALOOSA	221,806						
Low		219,100	223,300	223,100	221,100	218,200	214,700
Medium		224,700	236,800	245,500	252,300	257,600	261,800
High		230,300	250,300	268,000	283,400	297,000	309,000
OKEECHOBEE	40,230						
Low		39,400	38,600	37,500	36,500	35,500	34,600
Medium		40,400	41,000	41,300	41,700	41,900	42,200
High		41,400	43,300	45,100	46,800	48,400	49,800
ORANGE	1,511,568						
Low		1,492,000	1,541,900	1,555,300	1,548,700	1,527,600	1,501,800
Medium		1,538,100	1,654,400	1,742,700	1,810,300	1,860,600	1,903,400
High		1,584,200	1,766,900	1,930,000	2,071,900	2,193,700	2,305,000
OSCEOLA	451,231						
Low		449,600	488,000	509,600	520,100	523,200	522,900
Medium		465,900	529,800	581,400	623,200	658,100	689,800
High		482,300	571,700	653,200	726,400	793,100	856,700
PALM BEACH	1,545,905						
Low		1,524,000	1,543,900	1,536,700	1,517,800	1,492,400	1,463,500
Medium		1,563,100	1,637,300	1,691,400	1,731,700	1,762,000	1,784,800
High		1,602,200	1,730,600	1,846,200	1,945,600	2,031,600	2,106,000
PASCO	633,029						
Low		628,100	662,800	681,100	687,900	687,100	683,300
Medium		647,600	711,200	763,100	804,100	837,000	866,100
High		667,000	759,600	845,100	920,300	986,800	1,048,800
PINELLAS	971,218						
Low		954,700	939,200	916,200	894,500	874,100	855,500
Medium		974,200	984,500	991,000	996,700	1,001,300	1,005,300
High		993,700	1,029,700	1,065,800	1,098,900	1,128,400	1,155,100
POLK	826,090						
Low		815,800	856,600	876,100	881,100	874,600	863,500
Medium		845,400	930,100	999,500	1,055,800	1,100,100	1,139,200
High		875,000	1,003,600	1,123,000	1,230,500	1,325,600	1,414,900
PUTNAM	76,138						
Low		74,500	73,100	71,000	68,900	66,900	65,100
Medium		76,400	77,600	78,100	78,600	79,000	79,400
High		78,300	82,000	85,300	88,300	91,100	93,700
ST. JOHNS	331,479						
Low		331,500	365,000	386,000	398,700	403,400	404,800
Medium		343,500	396,300	440,400	477,700	507,400	534,000
High		355,500	427,700	494,800	556,800	611,500	663,200
ST. LUCIE	385,746						
Low		381,600	403,600	415,300	420,700	421,600	419,800
Medium		395,400	438,200	473,900	504,200	530,300	553,800
High		409,300	472,800	532,400	587,600	639,000	687,900

Appendix J:

Crash Modification Factors (CMFs)

CMF / CRF Details

CMF ID: 10673

CMF Name: Install restricted crossing U-turn intersections

Description: The Restricted Crossing U-Turn (RCUT), also known as a "super"

Prior Condition: No Prior Condition(s)

Category: Intersection geometry

Study ID: [Development of Safety Performance Functions for Restricted Crossing U-Turn Intersections, Ulak et al. 2020](#)

Star Quality Rating	
Star Quality Rating:	3 Stars

Crash Modification Factor (CMF)	
Value:	0.728
Adjusted Standard Error:	
Unadjusted Standard Error:	0.0952

Crash Reduction Factor	
Value:	27.2
Adjusted Standard Error:	
Unadjusted Standard Error:	9.52

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	All
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	Divided by Median
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban and suburban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	Minimum of 9700 to Maximum of 100467 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 1000 to Maximum of 18218 Annual Average Daily Traffic (AADT)

Average Major Road Volume:	38138 Annual Average Daily Traffic (AADT)
Average Minor Road Volume:	6828 Annual Average Daily Traffic (AADT)

Development Details	
Date Range of Data Used:	
Municipality:	
State:	AL,MD,MI,NC,OH,TX
Country:	
Type of Methodology Used:	Regression cross-section
Sample Size (crashes):	2805 crashes
Sample Size (sites):	42 sites

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Feb 25, 2021
Comments:	This CMF is for 3 Minor Road Lanes (with the base condition being 2 or 1 Minor Road Lanes).

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

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CMF / CRF Details

CMF ID: 10851

CMF Name: Convert intersection to median U-turn (MUT) intersection

Description:

Prior Condition: Conventional Signalized Intersection

Category: Intersection geometry

Study ID: [Safety Evaluation of Median U-Turn Crossover-Based Intersections](#)
[, Al-Omari et al. 2020](#)

Star Quality Rating	
Star Quality Rating:	5 Stars

Crash Modification Factor (CMF)	
Value:	0.633
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor	
Value:	36.7
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	Divided by Median
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban and suburban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	Minimum of 25512 to Maximum of 85076 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 246 to Maximum of 37958 Annual Average Daily Traffic (AADT)

Average Major Road Volume:	55616 Annual Average Daily Traffic (AADT)
Average Minor Road Volume:	13338 Annual Average Daily Traffic (AADT)

Development Details	
Date Range of Data Used:	2008 to 2017
Municipality:	
State:	MI,NC,OH
Country:	
Type of Methodology Used:	

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Jul 01, 2021
Comments:	This CMF is for Type A MUT Intersection. A pictorial representation of Type A and Type B MUT Intersection is presented in Figure 2 in the paper.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

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Document Revision History

Document Revision History			
Version Number	Approved Date	Description of Change(s)	Created/ Modified By
1.0		Initial Draft	Festo Mjogolo
		Initial Draft Quality Review	
		Draft for Internal Review	
		Draft Quality Review	
		Draft for FDOT Review	
		Draft for Internal Review	
		Draft Quality Review	