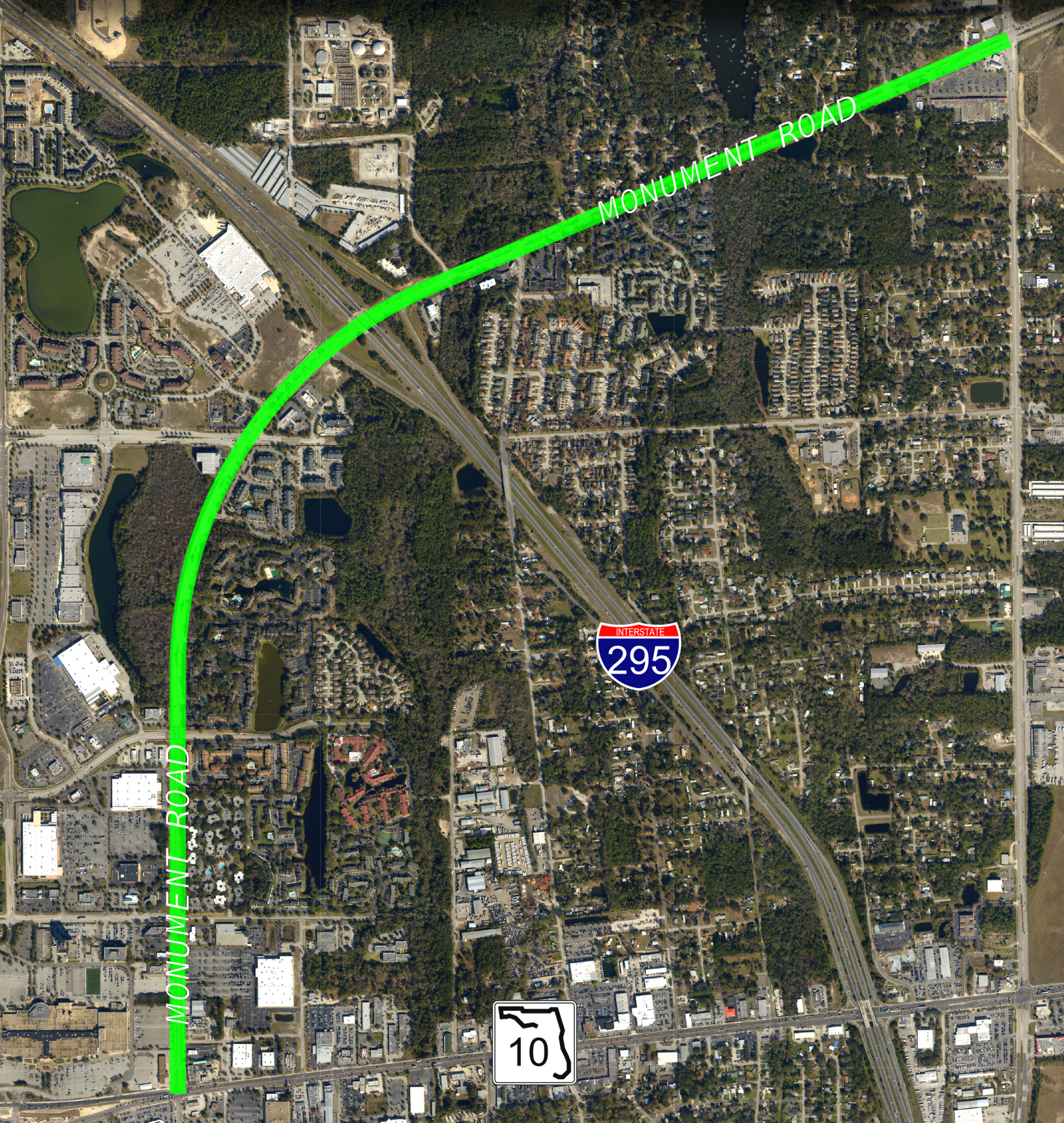


North Florida
Transportation Planning Organization
PLAN • FUND • MOBILIZE



Monument Road Traffic Study City of Jacksonville July 2020



**MONUMENT ROAD
CORRIDOR ANALYSIS TRAFFIC STUDY
CITY OF JACKSONVILLE, FLORIDA**

Prepared for:



980 North Jefferson Street
Jacksonville, Florida 32209

Prepared by:



14775 Old St. Augustine Road
Jacksonville, Florida 32258

ETM Project No. 17096-13

July 2020

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EXECUTIVE SUMMARY

Duval County has experienced continuous, sustained growth for the past several years. The County's population was 778,879 in 2000, 864,263 in 2010, and an estimated 957,755 in 2019. With this increase, 23 percent growth, over the past 19 years, traffic congestion is also escalating.

This traffic study identified potential safety/operational improvements within the Monument Road corridor. The study area includes SR 10/Atlantic Boulevard (at the south end), Interstate-295 (near the middle) and St. Johns Bluff Road (at the east end). Within the study area, Monument Road's total distance is approximately 2.6 miles. The study improvements include access-management and intersection-configuration modifications. Specific focus areas included crash histories, the needs of pedestrians/cyclists, existing vehicle queues, and congestion areas. Existing conditions (2019) and projected conditions (2045) were also used to identify roadway segments and intersections where travel times, delays and congestion are expected to deteriorate.

Potential traffic-flow improvements were identified and analyzed. Planned local-roadway projects and any proposed enhancements within the study limits were considered and recommendations were developed. A proactive plan is suggested and numerous options to improve traffic flow within the study area were considered and/or identified. A few short-term improvements are recommended and include the following:

1. Install flexible retroreflective backplates on all signal heads.
2. Retime the traffic signals within the project limits.
3. Restripe Tredinick Parkway's eastbound lanes to convert the existing through lane to a shared left/through lane. This third left-turn lane would connect to the outside lane on Monument Road (i.e., the right-turn lane onto the southbound Interstate-295 on-ramp).

The estimated cost for these short-term improvements is **\$109,570**.

Constructing sidewalk (within the existing right-of-way) to improve pedestrian connectivity is considered a near-term improvement. Missing sidewalk gaps were observed at the following locations:

1. Portions of the west side of Monument Road (Atlantic Boulevard to Regency Square Boulevard)
2. The west side of Monument Road (Regency Square Boulevard North/Atrium Way to Tredinick Parkway)
3. The north side of Monument Road at/near the Interstate-295 ramps
4. The north side of Monument Road between Interstate-295 and Millcoe Road

The estimated cost for these sidewalk improvements is **\$470,919**.

Long-term improvements are also recommended and include the following:

1. For the southerly section of Monument Road (between Atlantic Boulevard and Regency Square Boulevard), provide bike lanes and extend the existing traffic separator to the north. Eliminating the existing side-by-side left-turn lanes is recommended within this segment. One directional median opening and one full median opening (at the existing "bestbet" driveway) are proposed.
2. For the section of Monument Road between Regency Square Boulevard and Regency Square Boulevard North/Atrium Way, provide bike lanes and extend the existing median and/or install new landscaped medians to aesthetically improve this segment.
3. For the section of Monument Road just north of Regency Square Boulevard North/Atrium Way, extend the existing traffic separator to the south (to the signalized intersection).
4. At Interstate-295 off-ramps, construct additional off-ramp lanes to improve traffic flow.
5. For St. Johns Bluff Road, construct a second receiving lane north of the intersection to provide eastbound dual lefts and a second northbound through lane.

The estimated cost for the access-management and bike-lane improvements on the southern portion of Monument Road is **\$1,003,398**. The estimated cost for the Interstate-295 Southbound Off-Ramp improvements is **\$202,773** and the Interstate-295 Northbound Off-Ramp improvements is **\$368,445**. The estimated cost for the St. Johns Bluff Road improvements is **\$247,155**.

Consideration should also be given to constructing a shared-use path on the west/north side of Monument Road. However, the existing right-of-way for the segment of Monument Road just north of Atlantic Boulevard appears to be constrained. It appears additional right-of-way will need to be acquired in this area (and other areas within the project limits) to effectively construct a 12'-wide shared-use path.

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I. INTRODUCTION

The North Florida TPO asked England-Thims & Miller, Inc. (ETM) to identify potential/reasonable traffic- and safety-related improvements. For this Monument Road traffic analysis, the project limits include SR 10/Atlantic Boulevard at the south end, Interstate-295 near the middle and St. Johns Bluff Road at the east end. The study's purpose is to identify planning opportunities to construct operational/safety improvements, address mobility deficiencies, and implement traffic-flow enhancements.

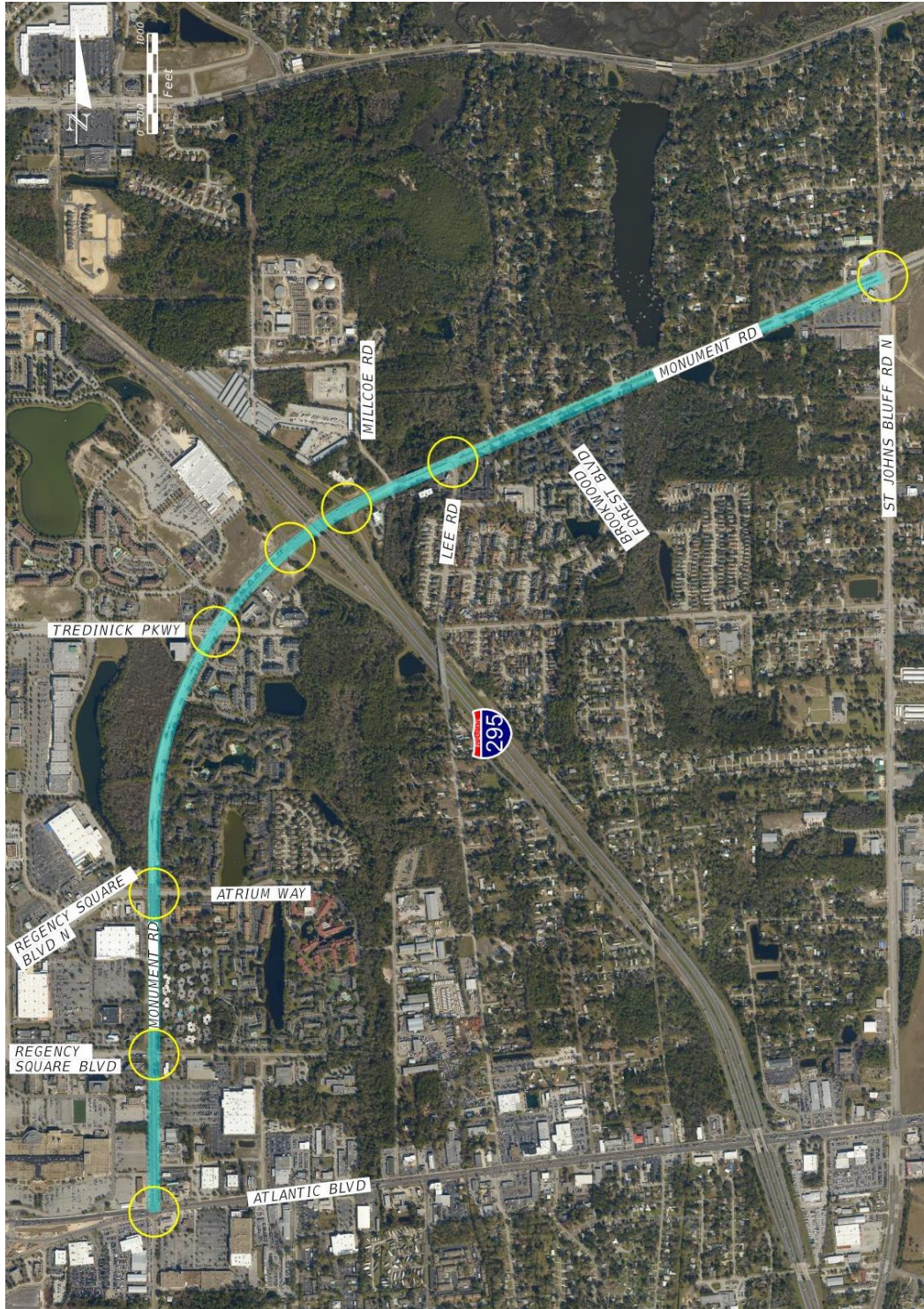


Figure 1 – Project Limits (with circled signalized intersections)

A. Background

The study identified potential safety/operational improvements within the Monument Road corridor from SR 10/Atlantic Boulevard to St Johns Bluff Road. The analyses evaluated AM and PM peak traffic operations for 2019 and for a 2045 design year. Future conditions were evaluated to identify planning priorities and to maintain operational optimization. Corridor improvement solutions to optimize traffic flow and improve safety were evaluated. The study recommends viable short-, near-, and long-term options to improve safety and connectivity.

B. Study Objective

The study objective was to advance North Florida TPO and the City of Jacksonville transportation planning efforts by identifying network improvement priorities for Monument Road.

The goal of this study was to identify improvements that will reduce crash frequencies and will address the existing and future needs of all roadway users.

The corridor analyses provided segment-level conditions for all traffic modes, including motorists, pedestrians, bicyclists, and transit users to assess the level of service of all travel modes. The study documents existing traffic conditions and projected future conditions to identify potential short-, near- and long-term network enhancements.

The evaluations also considered alternative improvements to the roads and intersections within the study area, and provided specific recommendations for improving safety, congestion and connectivity within the Monument Road corridor.

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II. DATA

- A. **Aerial Photography** – Aerial Photography was used as a basis for plotting various data needed to complete engineering analyses, roadway alternatives and design studies, and the preliminary plans of conceptual design.
- B. **Base Maps** – A MicroStation CADD database that includes existing roadway characteristics was manipulated and formatted to ensure compatibility with aerial photography used for location/corridor maps and alternative plans. Base maps were used to document existing conditions including roadway geometry, roadway lighting, and traffic-control devices.
- C. **Plans, Studies, and Projects** – These documents include adopted and applicable transportation/mobility plans and transportation/mobility projects.
- D. **Multi-modal Infrastructure** – JTA bus-route and bus-stop data were evaluated. Existing trails and infrastructure for bicyclists and pedestrians were also documented.
- E. **Roadway Safety Data** – Crash data was collected from *Signal Four Analytics* within the study area for a three-year period (January 1, 2016 to December 31, 2018).
- F. **Traffic-signal Timing** – The current implemented traffic signal controller parameters for signalized intersections within the study corridor were provided by the City of Jacksonville.
- G. **Traffic Volumes** – Eight-hour turning-movement counts were collected in October 2019 at the following locations:
 - 1. SR 10/Atlantic Boulevard
 - 2. Regency Square Boulevard
 - 3. Regency Square Boulevard North/Atrium Way
 - 4. Tredinick Parkway (recent COJ Study was completed at this location)
 - 5. Interstate-295 Southbound Ramps
 - 6. Interstate-295 Northbound Ramps
 - 7. Lee Road
 - 8. St. Johns Bluff Road

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III. METHODOLOGY

A. Traffic Analyses

Traffic operating conditions were analyzed during the morning and afternoon peak hours at the intersections located within the corridor. Synchro 10 was used to analyze signalized intersection operations. The Highway Capacity Manual 6th edition and Synchro 10 estimates were used to evaluate the intersections' level of service (LOS).

B. Design Year

The study analyzed existing/2019 traffic volumes as well as projected/2045 traffic volumes. Alternatives were evaluated for existing/2019 conditions and projected/2045 volumes.

C. Traffic Forecasting Method

To determine future traffic growth on Monument Road and intersecting streets, FDOT Traffic Online Historical AADTs were averaged on a yearly basis from 2008 to 2018. However, the historic traffic volumes showed a negative growth rate on Monument Road.

Projected/2045 traffic volumes were developed by extrapolating 2019 traffic volumes for a 26-year future growth window assuming an annualized growth rate of 1 percent per year. The historic traffic volumes and developed growth rates are provided Appendix H.

D. Performance Measurements

The Monument Road traffic network was assessed based on how well it meets the expectations and needs of the transportation-system users.

Traffic network conditions measured congestion and mobility performance. From this data, problems and potential solutions were identified. Existing conditions were used to quantify the scope and scale of the facility deficiencies.

Roadway network enhancement options were developed to improve safety and/or traffic flow. Proposed alternatives were evaluated to confirm they improved congestion and/or mobility performance. Recommendations were performance based to effectively support a "transportation system that moves people and goods safely."

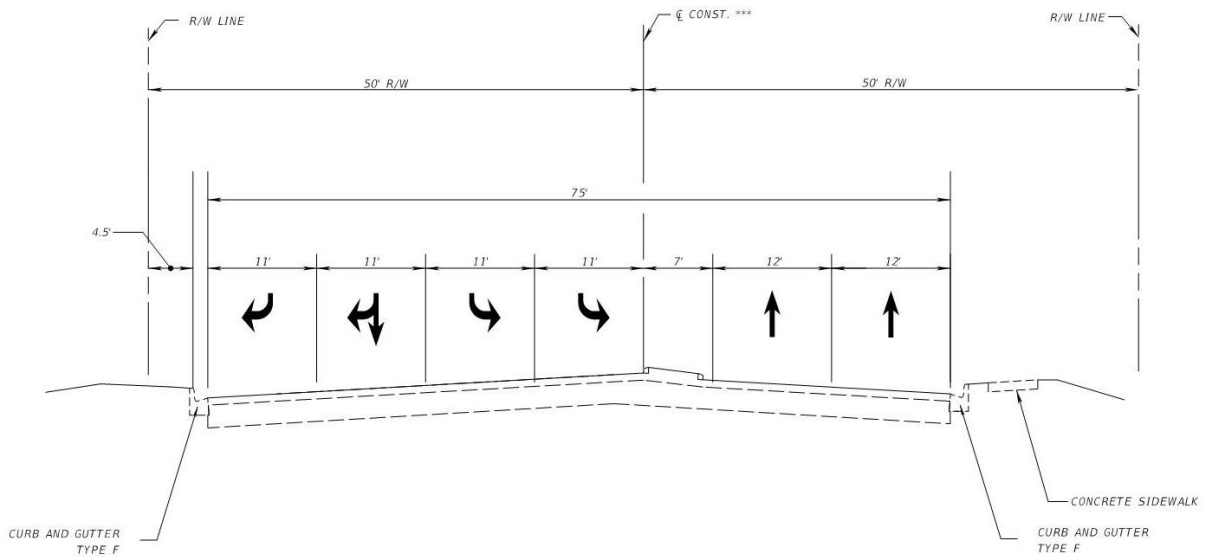
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IV. TRANSPORTATION NETWORK EXISTING CONDITIONS

A. Corridor Characteristics

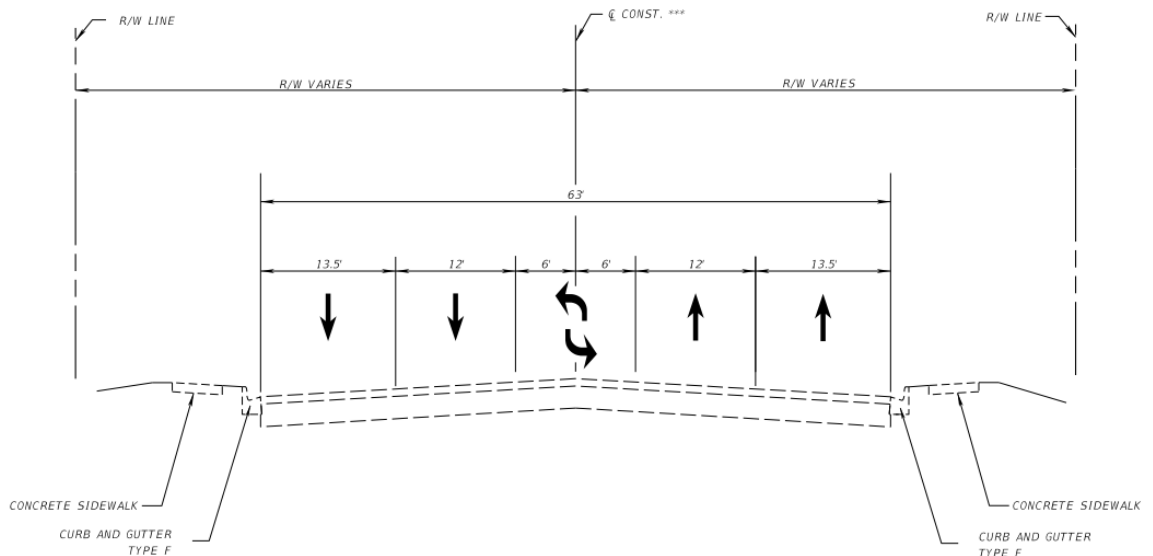
Monument Road from Atlantic Boulevard north to St. Johns Bluff Road is predominantly a four-lane urban collector. The roadway has a posted speed limit of 35 mph between Atlantic Boulevard and Regency Square Boulevard North/Atrium Way and a posted speed limit of 45 mph between Regency Square Boulevard North/Atrium Way and St. Johns Bluff Road. Below are a few existing typical sections for the southerly segments:

Monument Road – Atlantic Boulevard to First Federal Drive (35 mph posted speed limit)



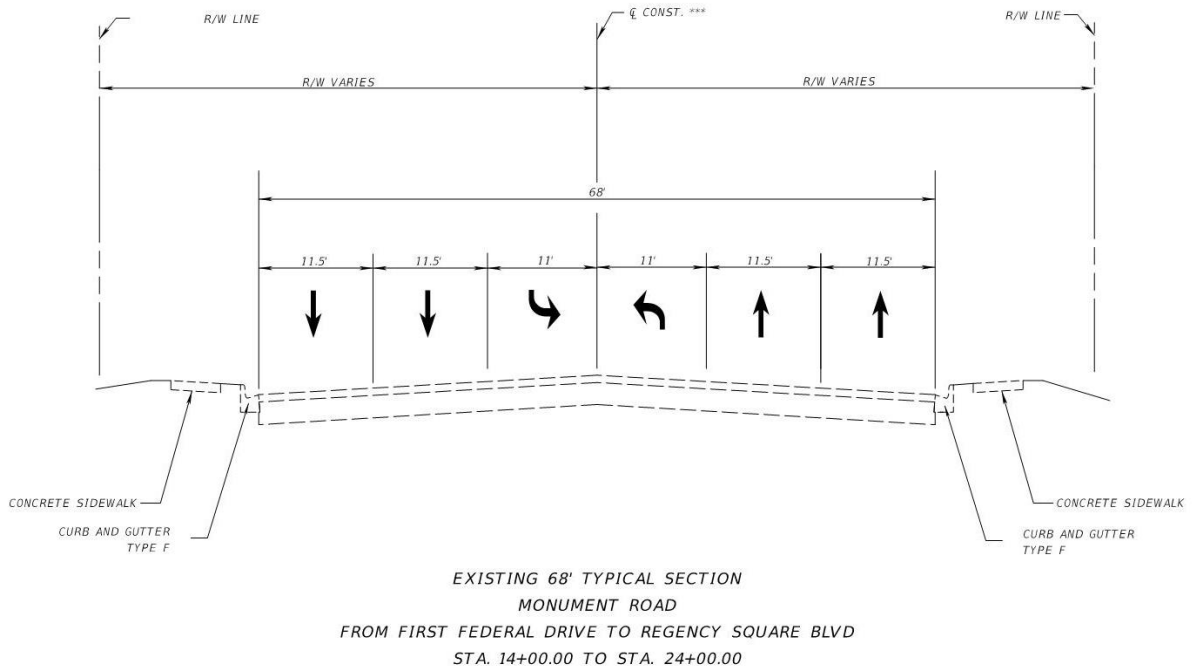
EXISTING 75' TYPICAL SECTION
 MONUMENT ROAD
 FROM ATLANTIC BLVD TO FIRST FEDERAL DRIVE
 STA. 09+00.00 TO STA. 14+00.00

Monument Road – First Federal Drive to Regency Square Boulevard Drive (35 mph)



EXISTING 63' TYPICAL SECTION
 MONUMENT ROAD
 FROM REGENCY SQUARE BOULEVARD TO N REGENCY SQUARE BLVD / ATRIUM WAY
 STA. 24+00.00 TO STA. 40+00.00

Monument Road – Regency Square Boulevard to Regency Square Boulevard North/Atrium Way
(35 mph posted speed limit)



Monument Road – Regency Square Boulevard North/Atrium Way to Tredinick Parkway

This 2,700' long segment of Monument Road is primarily defined by the apartment complexes and driveway connections on the east side of the road. The landscaped median begins approximately 250' north of Regency Square Boulevard North/Atrium Way and continues north to the intersection of Tredinick Parkway. Currently, two full median openings exist for the Park at Via Veneto Apartment Homes, and additional full median openings exist at the Meridian Apartments and at the Colonnade Apartments. This segment has a posted speed limit of 45 mph.

Monument Road – Tredinick Parkway to Interstate-295

North of Tredinick Parkway, Monument Road has a continuous landscaped median. This 1,400' long segment is primarily defined by the development on the west side of the road, and has a posted speed limit of 45 mph.

Monument Road – Interstate-295 to Lee Road

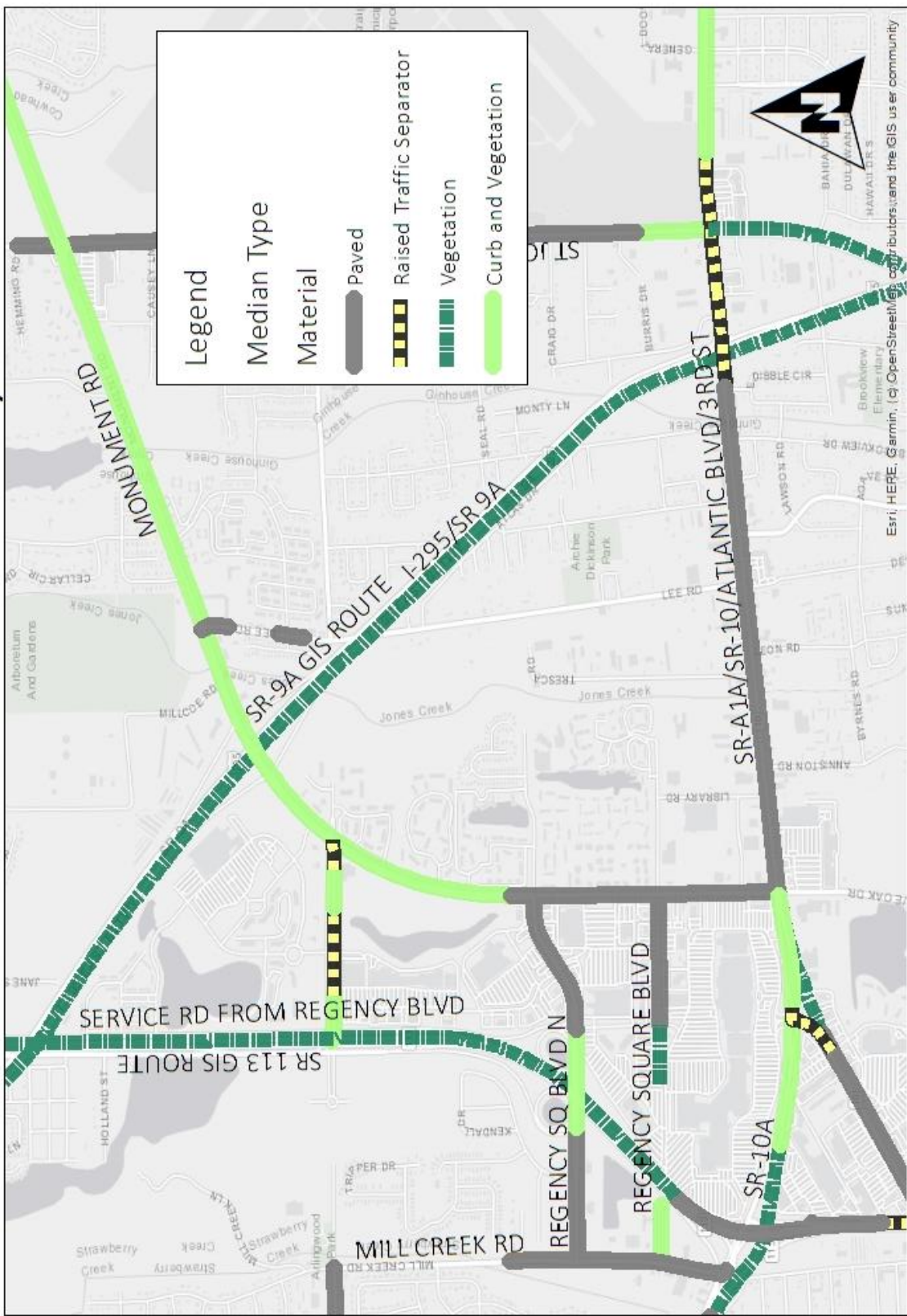
Between Interstate-295 and Lee Road, Monument Road has a landscaped median that also allows a full opening at Millcoe Road. This 1,500' long segment has a posted speed limit of 45 mph.

Monument Road – Lee Road to St. Johns Bluff Road

Between Lee Road and St. Johns Bluff Road, Monument Road has a landscaped median that allows full median openings at Classic Oak Road West, at Brookwood Forest Boulevard, at Classic Oak Road East, and at the Bridgepoint Apartments. A unique full median opening is also provided at the Monument Pointe shopping center (approximately 725' west of St. Johns Bluff Road). The entire segment is approximately 4,700' long, has a 43'-wide landscaped median, and a posted speed limit of 45 mph.

The various median types are graphically displayed on the next page (see Figure 2).

Monument Road Corridor Analysis



Median Type
Source: FDOT Online GIS

Figure 2 – Monument Road Study Corridor Median Types
Source: FDOT Online GIS (Transportation Data and Analytics Office)

B. Traffic Characteristics

Capacity and level of service (LOS) are two important terms applied to traffic operations. Capacity represents the ability of the system to handle traffic whereas LOS looks at the system from the driver’s perspective. LOS ranges from LOS A representing free-flow conditions to LOS F representing stop-and-go traffic conditions with very slow speeds and significant congestion. Roadway segments LOS is based on existing traffic volumes compared to the maximum service volume capacity (Volume-to-Capacity or V/C). Table 1 shows the study segments’ 2019 traffic volumes and current V/C ratios.

Monument Road study segments are all currently operating below 100 percent capacity and therefore do not reflect segment-level capacity deficiency.

Table 1 – 2019 Average Daily Traffic Volumes and V/C Ratios

MONUMENT ROAD SEGMENT	2019 Average Daily Traffic	Maximum Service Volume	2019 PM Peak Hour Traffic	V/C
Atlantic Boulevard to Regency Square Boulevard North	20,190	31,941	1,577	.63
Regency Square Boulevard North to Tredinick Parkway	18,667	37,611	1,567	.50
Tredinick Parkway to Interstate-295	30,438	39,492	2,604	.77
Interstate-295 to Lee Road	31,455	37,611	2,479	.84
Lee Road to St. Johns Bluff Road	26,360	37,611	2,176	.70

Source: City of Jacksonville Traffic Counts

As shown in Figure 3 (below), traffic volumes within the study corridor have decreased over the past several years. Most of these decreases occurred between 2007 and 2011 (during the Great Recession) and have remained somewhat consistent since 2011.

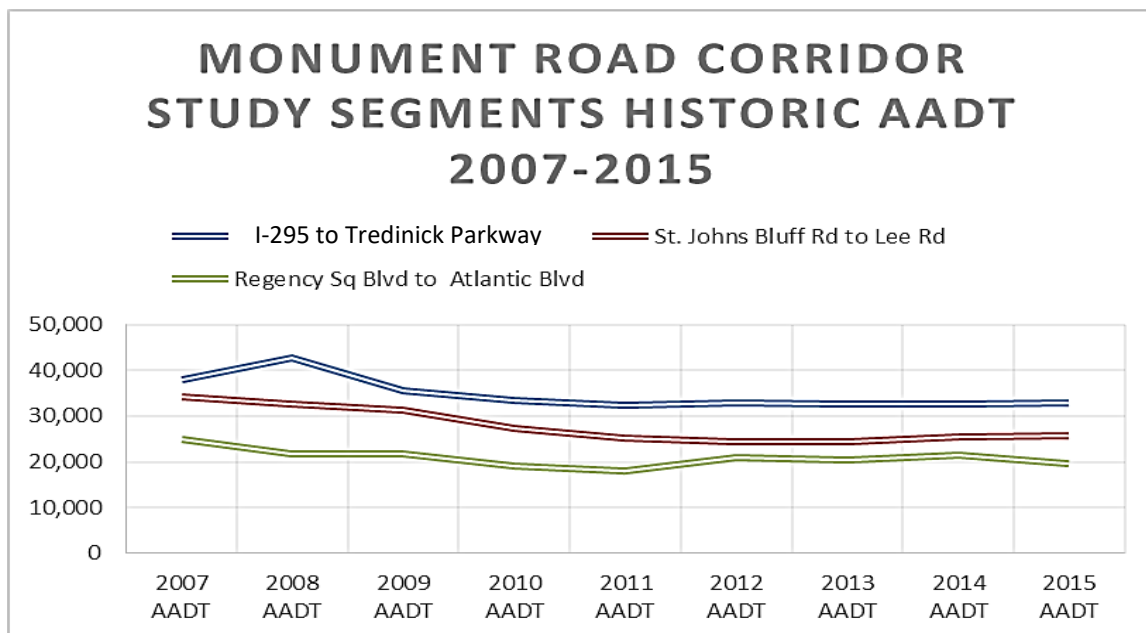


Figure 3 – Monument Road Corridor Study Segments – Historic AADT (2007-2015)

Source: City of Jacksonville Traffic Counts

C. Sidewalks and Bike Lanes

Existing Conditions

Sidewalks are typically present along both sides of the Monument Road study corridor. However, some sections of sidewalk are missing (as shown in Figure 4 below). The existing sidewalks are generally 5' wide.

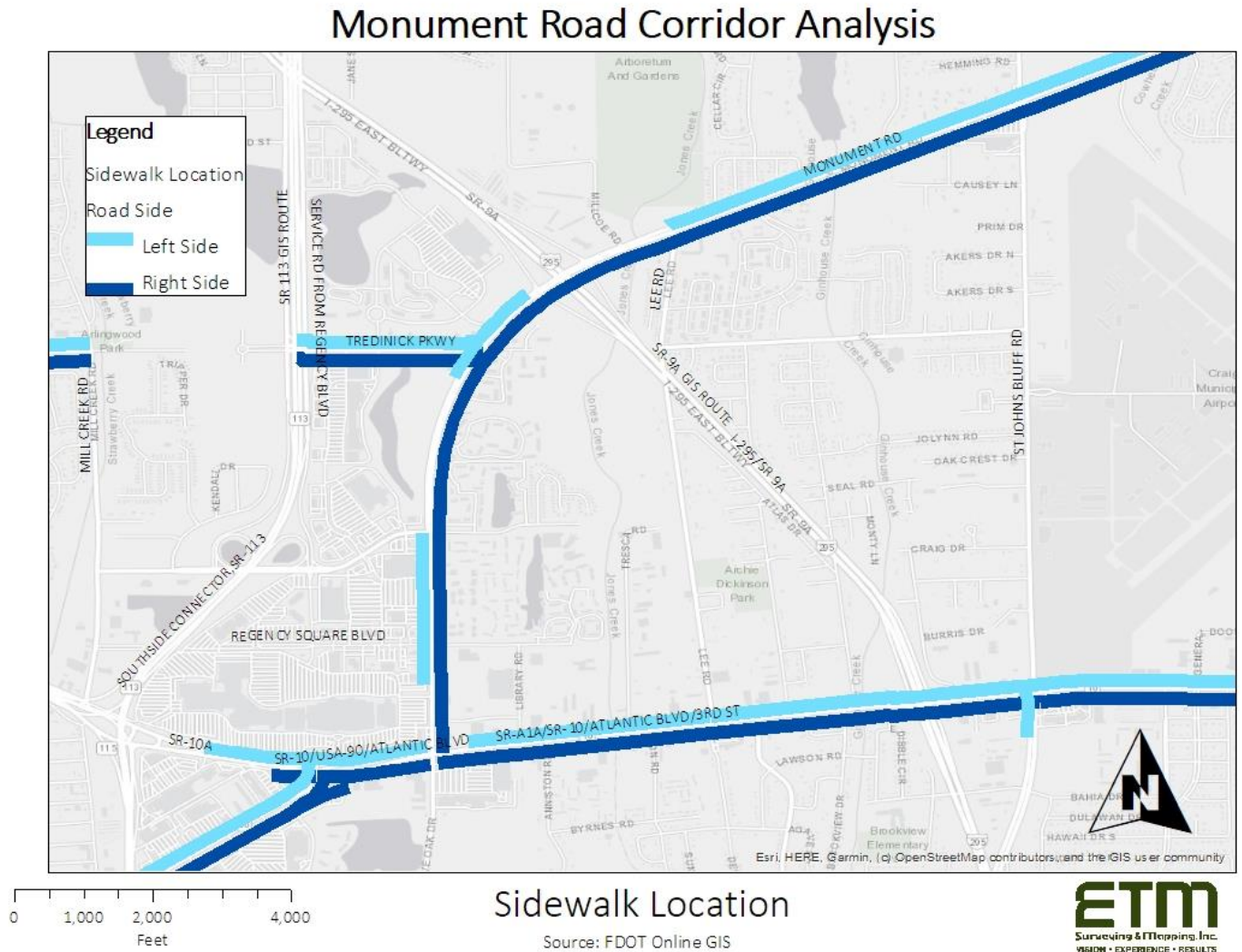


Figure 4 – Monument Road Study Corridor Sidewalk Locations

Source: FDOT Online GIS (Transportation Data and Analytics Office)

Bike lanes exist within the study corridor between Regency Square Boulevard North/Atrium Way and St. Johns Bluff Road. Bike lanes do not currently exist between Atlantic Boulevard and Regency Square Boulevard North/Atrium Way.

The sidewalk gaps and bike-lane gaps result in an incomplete pedestrian/cyclist network. Figure 5 (next page) shows the existing sidewalk and bike-lane locations. Table 2 (following page) details the physical characteristics and connectivity of the pedestrian and bicycle facility networks.

Monument Road Corridor Analysis

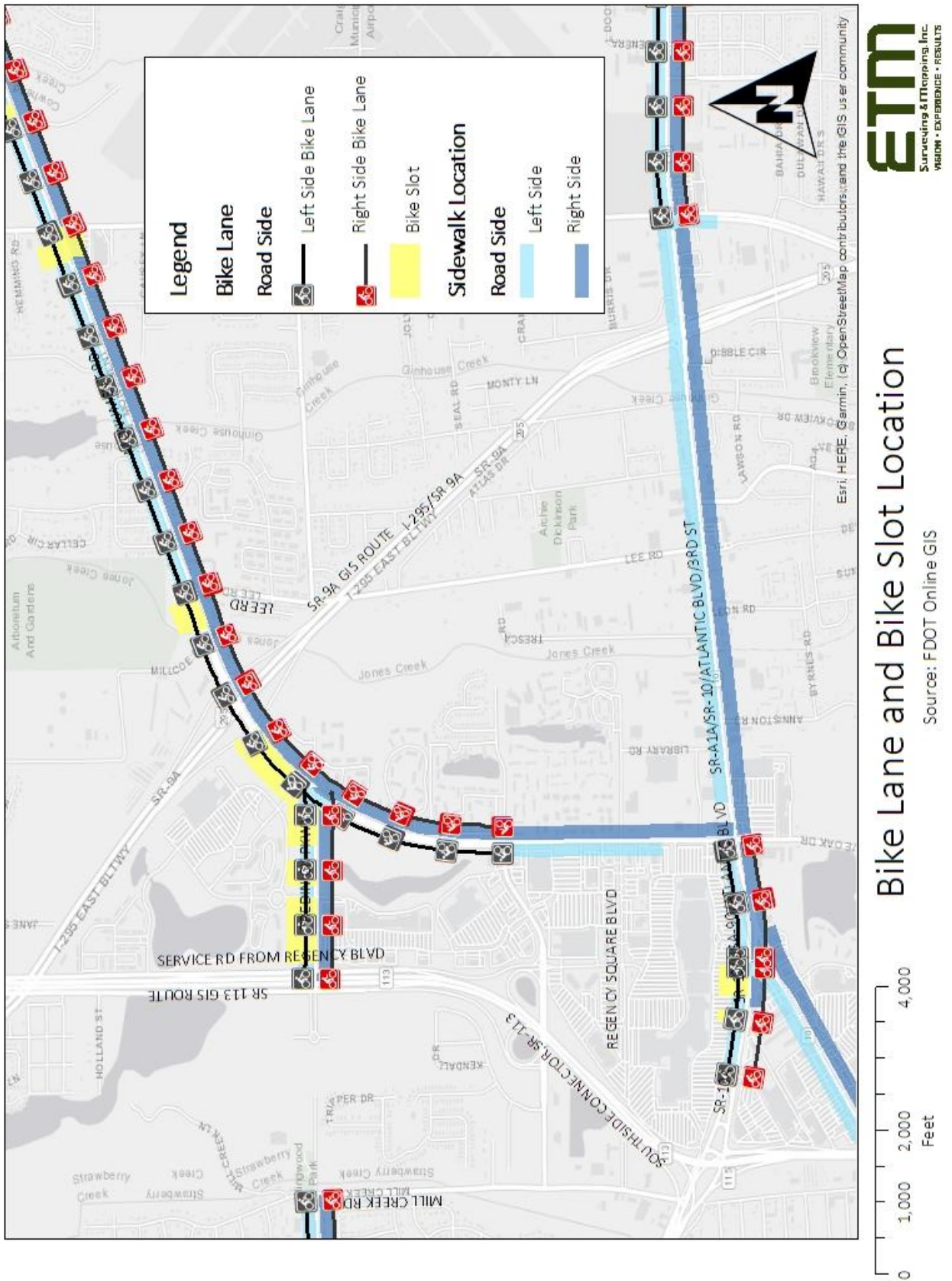


Figure 5 – Monument Road Study Corridor Sidewalk/Bike Lane Locations

Source: FDOT Online GIS (Transportation Data and Analytics Office)

Table 2 – Sidewalks and Bike-Lane Features

MONUMENT ROAD ROADWAY SEGMENT	SIDEWALK PRESENT YES/NO (Side) R=Right, L=Left, B=Both	SIDEWALK WIDTH	SIDEWALK BARRIER	BIKE-LANES PRESENT YES/NO (Side) R=Right, L=Left, B=Both
Atlantic Boulevard to Regency Square Boulevard	Yes (R)	5'	Grass	No
Regency Square Boulevard to Regency Square Boulevard/Atrium Way	Yes (B)	5'	Grass	No
Regency Square Boulevard North/Atrium Way to Tredinick Parkway	Yes (R)	5'	Grass	Dedicated Bike Lane (B)
Tredinick Parkway to Interstate-295	Yes (B)	5'	Grass	Dedicated Bike Lane and Bike Slots (B)
Interstate-295 to Lee Road	Yes (R)	5'	Grass	Dedicated Bike Lane and Bike Slots (B)
Lee Road to St. Johns Bluff Road	Yes (R)	5'	Grass	Dedicated Bike Lane (B)

Source: FDOT Online GIS (Transportation Data and Analytics Office), 2020 Nearmap

Planned Bicycle and Pedestrian Facilities

State, regional and/or local projects are expected to improve Monument Road’s pedestrian and cyclist network. Once the sidewalk and bike-lane gaps are addressed, portions of these facilities will eventually connect to the City’s trail system. Monument Road from Tredinick Parkway to St. Johns Bluff Road is expected to become a portion of the East Coast Greenway, the country’s longest biking and walking route. The East Coast Greenway is a shared-use trail that connects 15 states, 450 communities, and 3,000 miles of trails from Maine to Florida.

The City of Jacksonville plans to connect 50-miles of trails through the local Core 2 Coast Loop. This designated portion of the larger East Coast Greenway Trail will connect downtown Jacksonville to the beaches. Please see Figures 6 and 7 on the next two pages for additional details.

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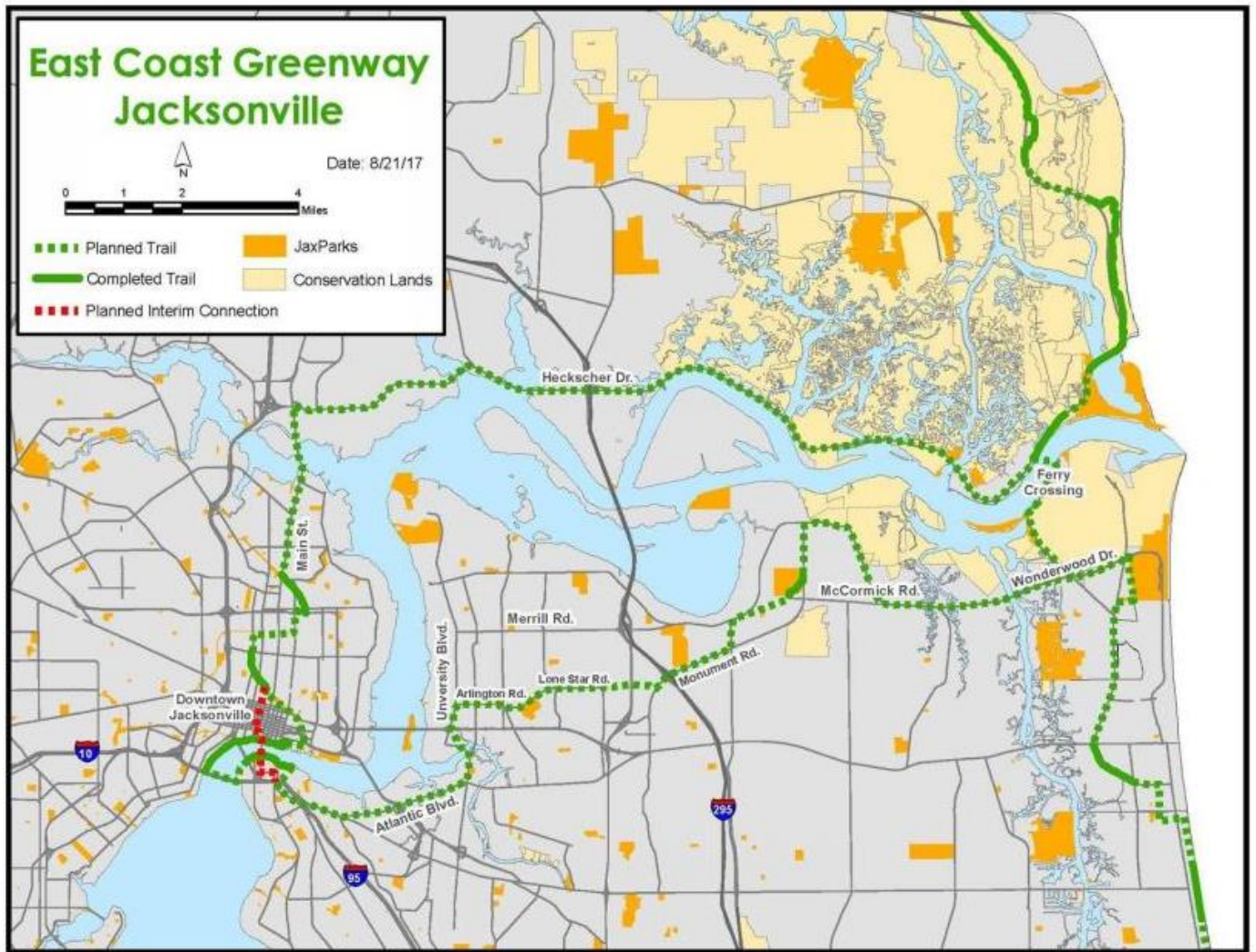


Figure 6 – Proposed Jacksonville East Coast Greenway Trail

Source: *City of Jacksonville and Florida's Office of Greenways and Trails*

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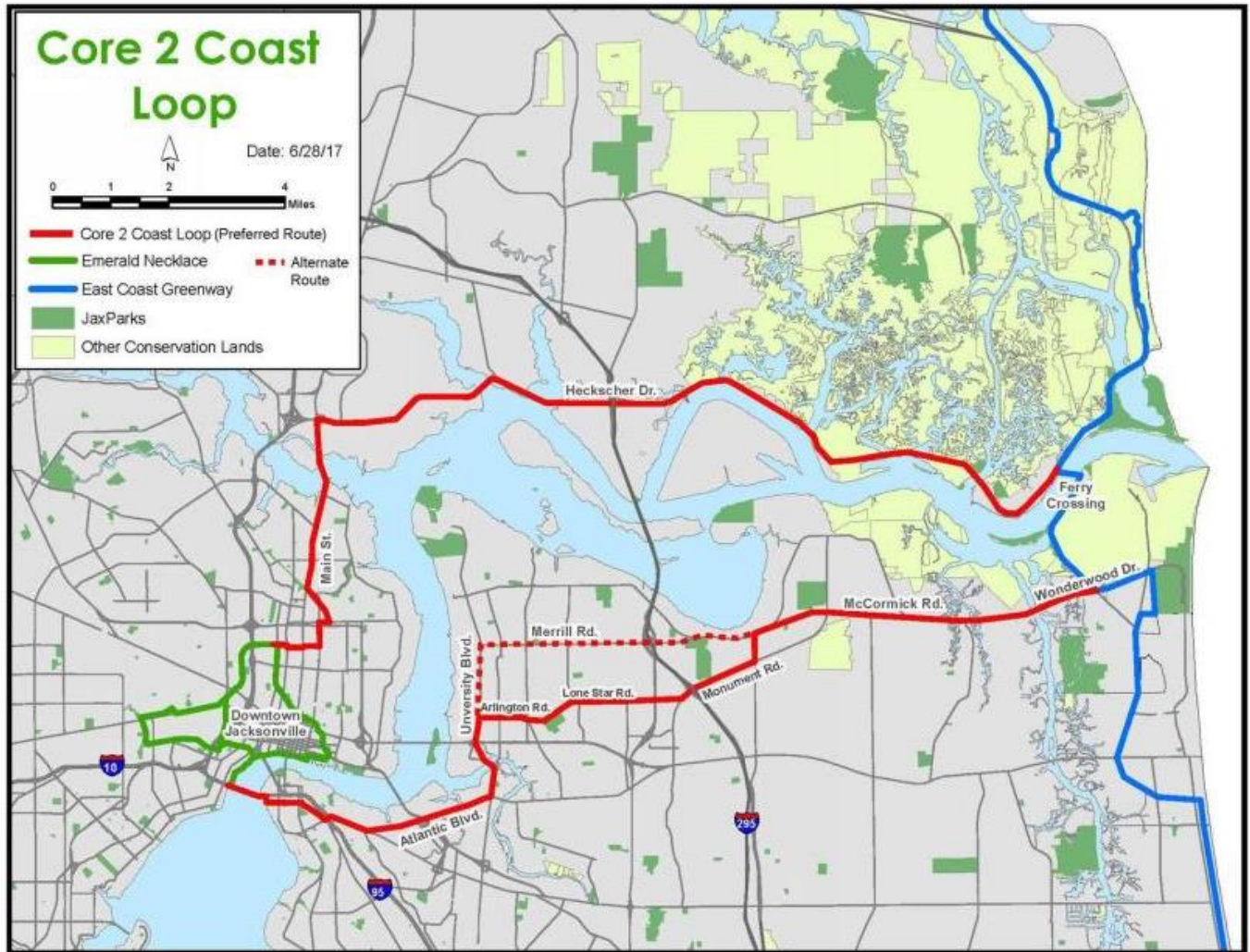


Figure 7 – Proposed Jacksonville Core 2 Coast Loop (Portion of the East Coast Greenway in Jacksonville)

Source: *City of Jacksonville and Florida's Office of Greenways and Trails*

The 2019 North Florida TPO's Northeast Florida Regional Multi-Use Trails Master Plan identifies regional trail planning priorities (see Figures 8, next page). Figure 9 (the following page) highlights the southeast portion of Duval County, which includes the Core 2 Coast Loop Trail along Monument Road between Tredinick Parkway and St. Johns Bluff Road.

The Northeast Florida Regional Multi-Use Trails Master Plan identifies the Core 2 Coast Loop Trail as the number one trail priority project in Duval County.

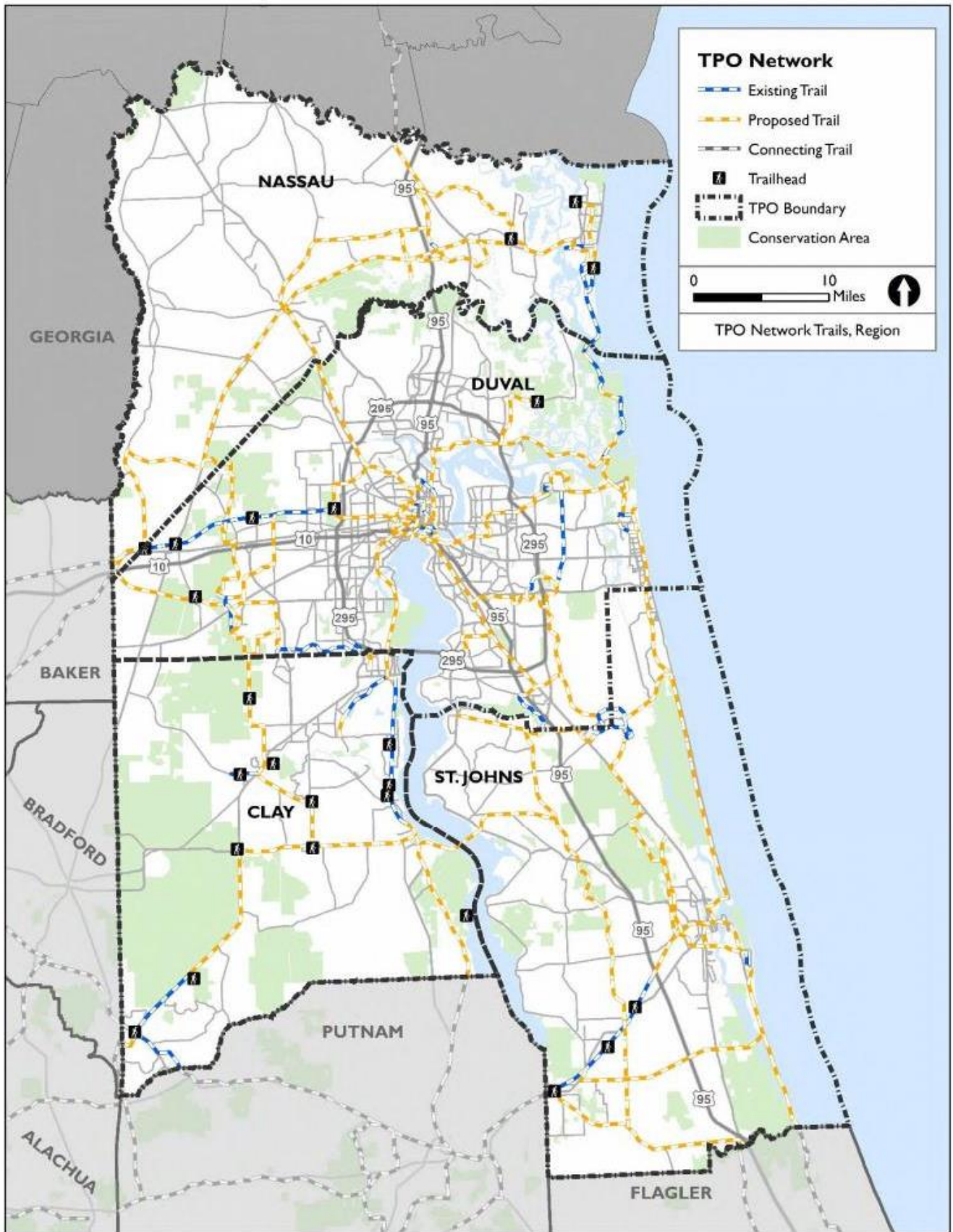


Figure 8 – Northeast Florida Regional Multi-Use Trails Master Plan (Overall Network)

Source: North Florida TPO (August 2019)

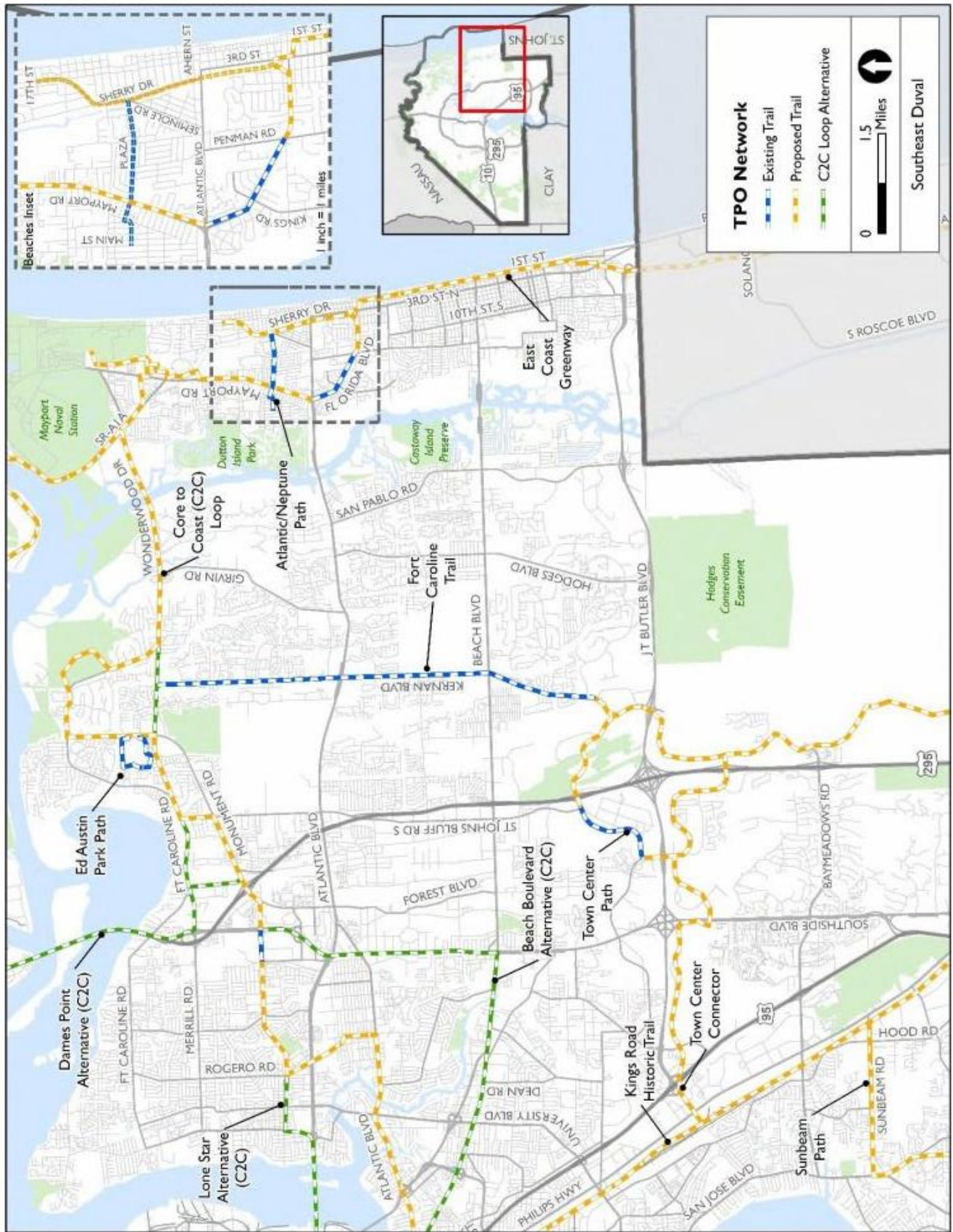


Figure 9 – Northeast Florida Regional Multi-Use Trails Master Plan (Southeast Duval County)

Source: North Florida TPO (August 2019)

The 2017 City of Jacksonville Bicycle and Pedestrian Master Plan establishes context-based guidelines to create a complete-street network. The Master Plan outlines recommended character, safety and design principles based on location and urban context. Specific bike and pedestrian facility improvements are identified and ranked to develop a prioritized network of recommended bicycle facilities for city and state roads located within and adjacent to the study limits.

The City’s Master Plan includes three priority projects that impact the study limits (see Figure 10 below). These priority projects include the Core 2 Coast Loop Trail (Lone Star Road/Tredinick Parkway), a shared-use path on Monument Road between Atlantic Boulevard and Tredinick Parkway, and a shared-use path on Regency Square Boulevard North between Mill Creek Road and Monument Road.

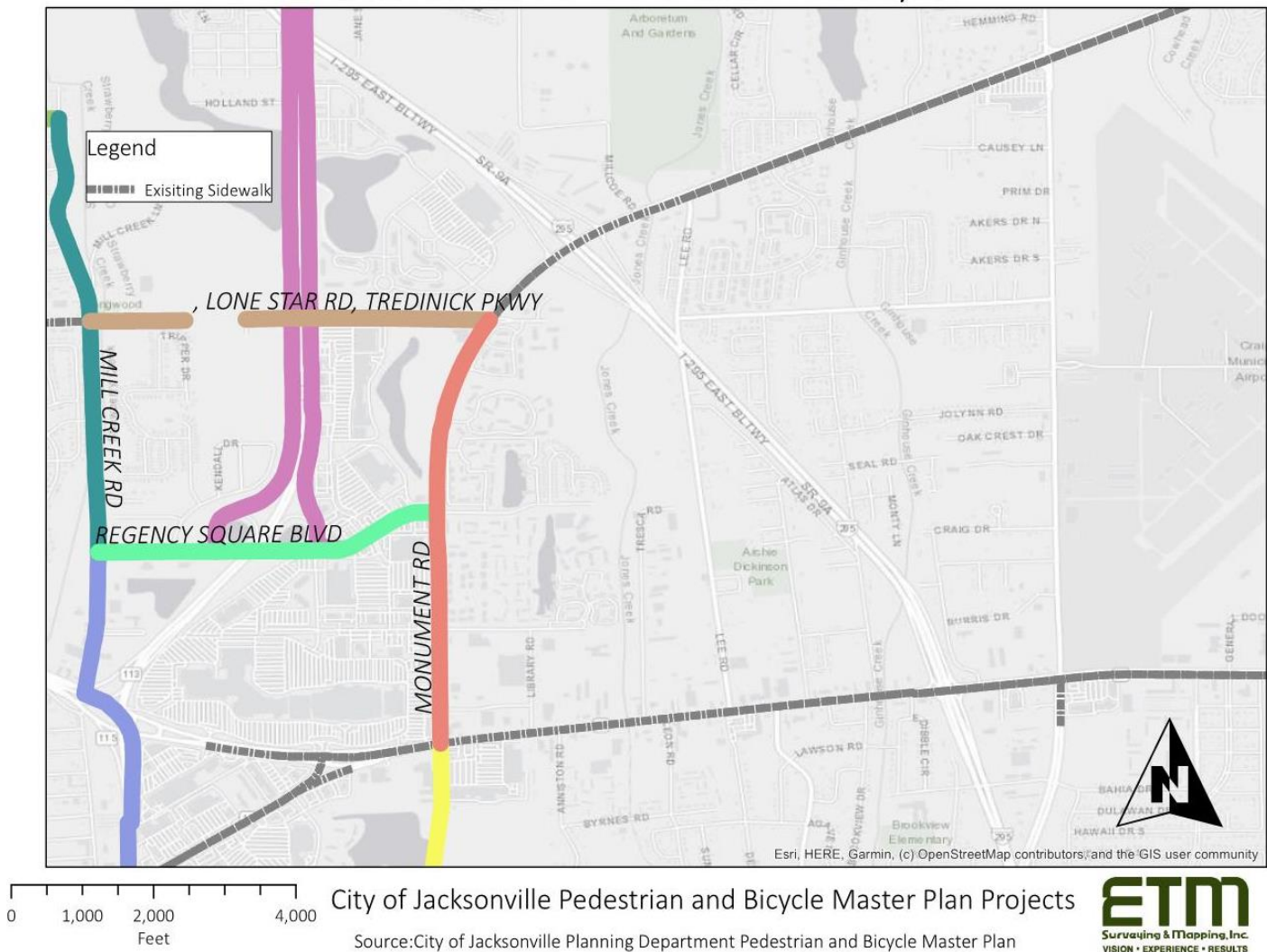
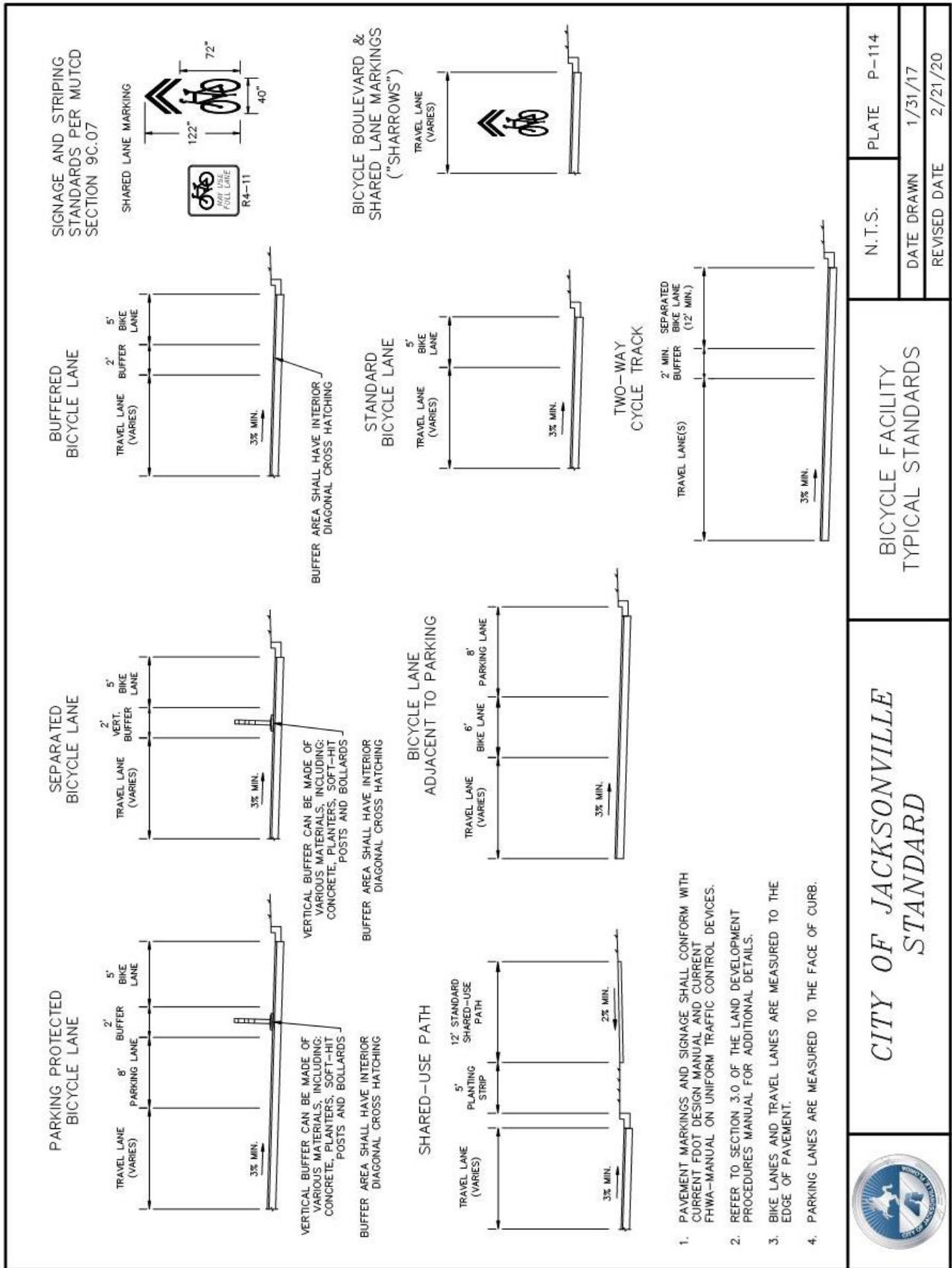


Figure 10 –City of Jacksonville Pedestrian and Bicycle Master Plan (Priority Projects)

Source: City of Jacksonville Planning Department

The City of Jacksonville has also established context-sensitive-street standards and recently revised their Standard Specifications, Standard Details and Land Development Procedures Manual. Earlier this year, the City approved new Bicycle Facility Typical Standards (see Figure 11, next page).



1. PAVEMENT MARKINGS AND SIGNAGE SHALL CONFORM WITH CURRENT FOOT DESIGN MANUAL AND CURRENT FHWA-MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. REFER TO SECTION 3.0 OF THE LAND DEVELOPMENT PROCEDURES MANUAL FOR ADDITIONAL DETAILS.
3. BIKE LANES AND TRAVEL LANES ARE MEASURED TO THE EDGE OF PAVEMENT.
4. PARKING LANES ARE MEASURED TO THE FACE OF CURB.



**CITY OF JACKSONVILLE
 STANDARD**

**BICYCLE FACILITY
 TYPICAL STANDARDS**

N. T. S.	PLATE	P-114
DATE DRAWN	1/31/17	
REVISED DATE	2/21/20	

Figure 11 – City of Jacksonville’s Bicycle Facility Typical Standards

D. Mobility Network

The next several pages provide details regarding JTA's Bus Routes and Stops (see Figures 12-18).

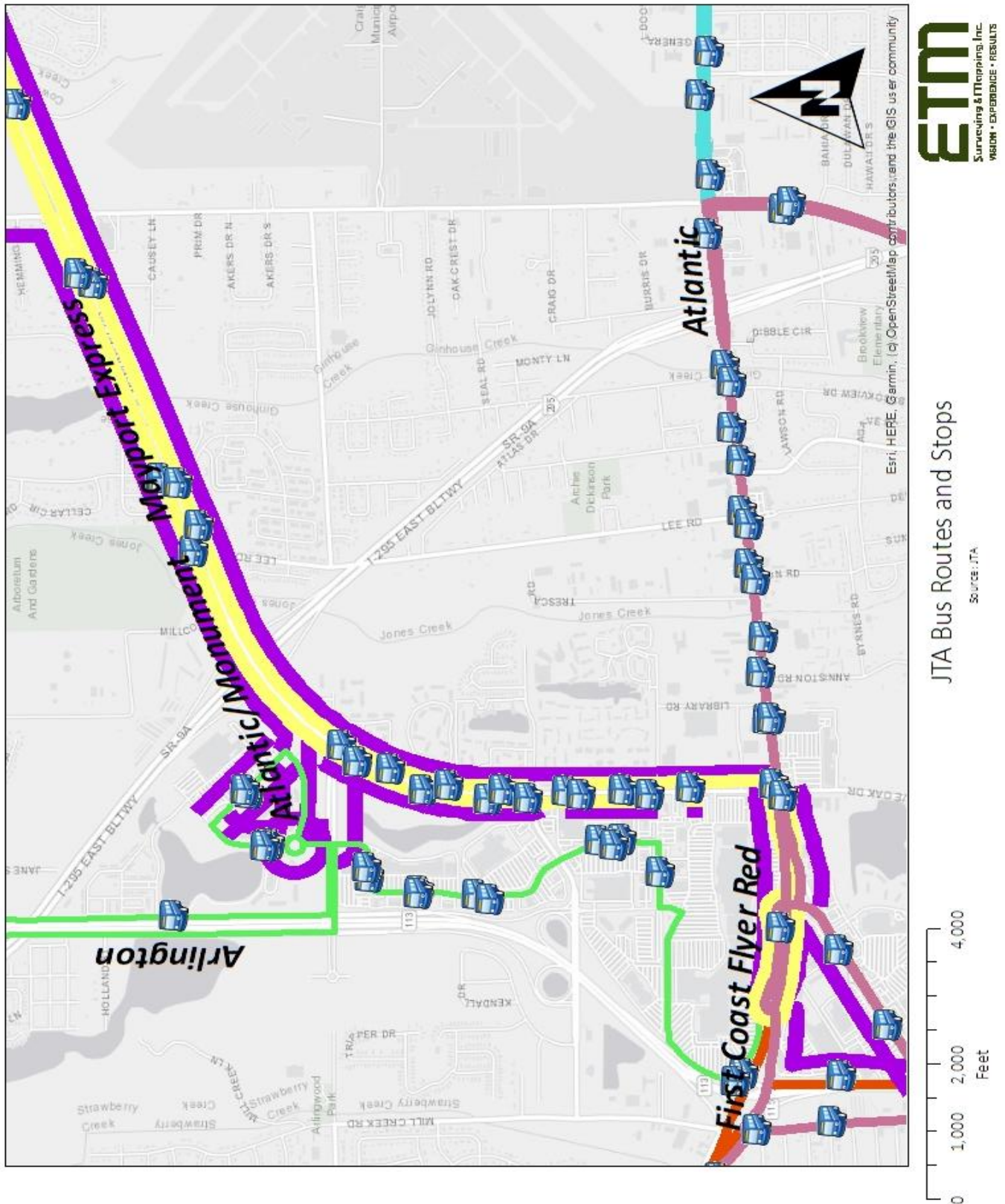


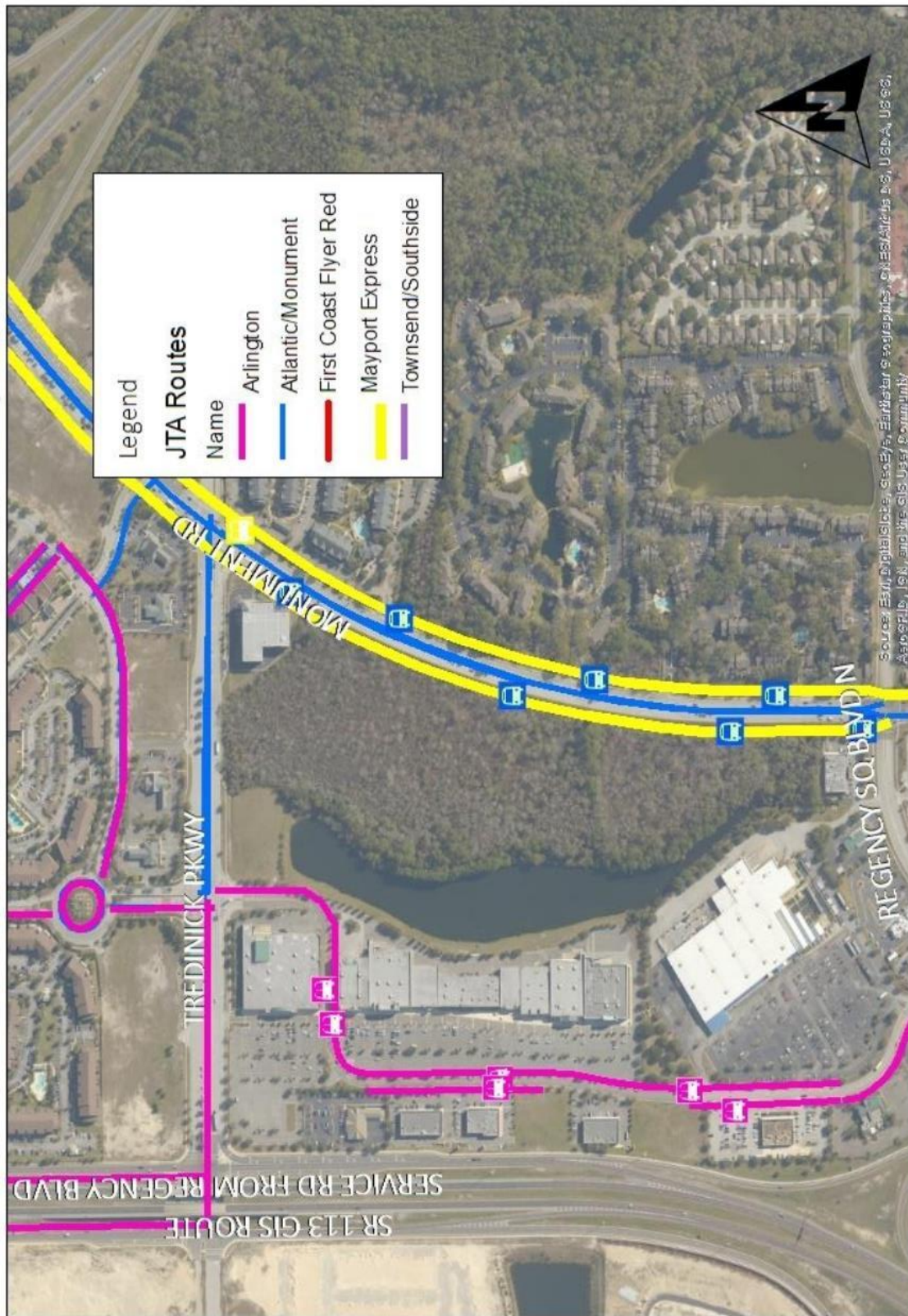
Figure 12 – JTA Bus Routes and Stops on Monument Road – Overall View (Atlantic Boulevard to St. Johns Bluff Road)

Monument Road Corridor Analysis



Figure 13 – JTA Bus Routes and Stops on Monument Road – Detailed View (Atlantic Boulevard to Regency Square Boulevard North/Atrium Way)

Monument Road Corridor Analysis



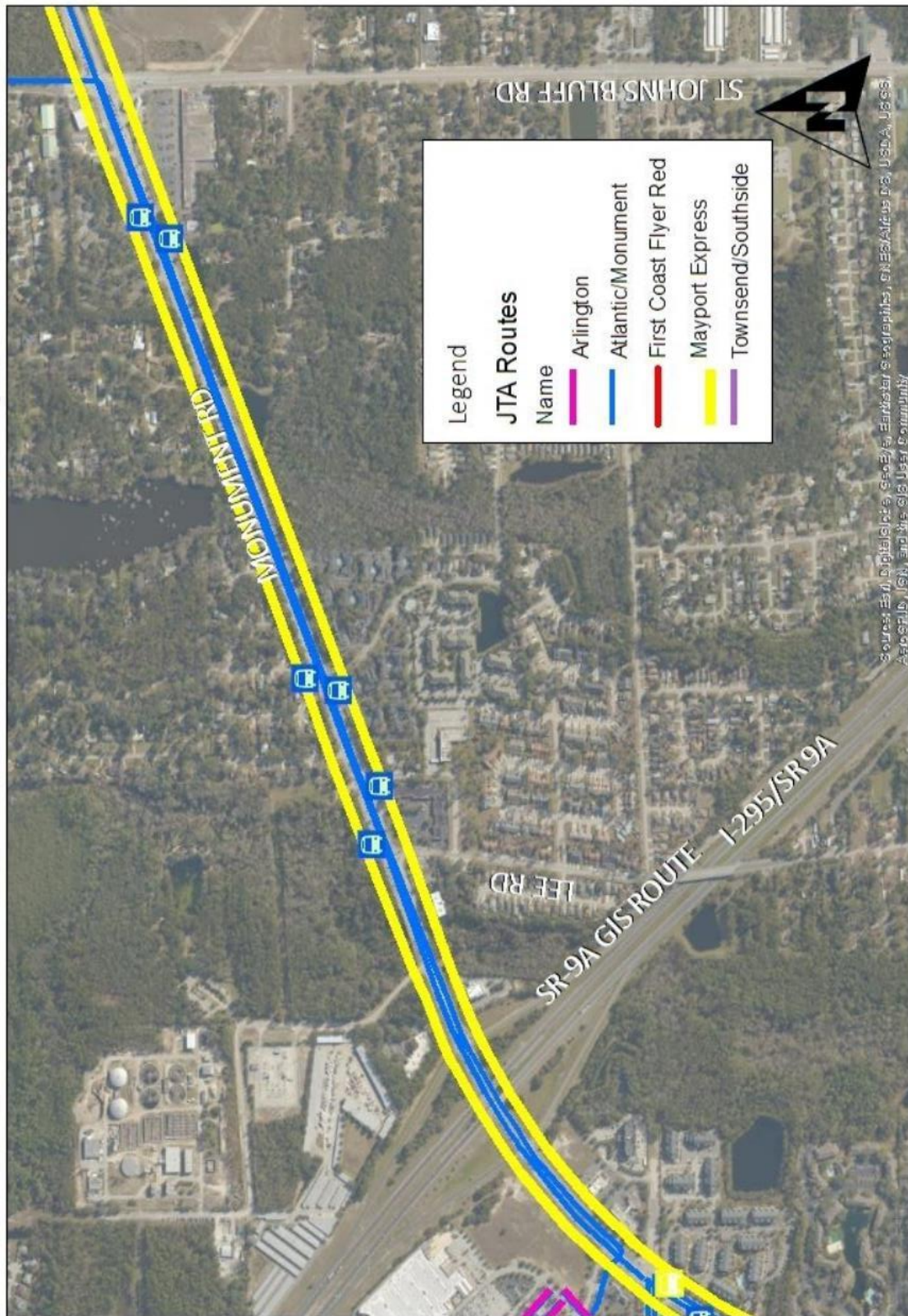
JTA Bus Routes and Stops Monument Road:
Regency Square Blvd/Atrium Way to Tredinick Pkwy

Source: JTA



Figure 14 – JTA Bus Routes and Stops on Monument Road – Detailed View (Regency Square Boulevard North/Atrium Way to Tredinick Parkway)

Monument Road Corridor Analysis



Legend

JTA Routes	
Name	Color
Arlington	Pink
Atlantic/Monument	Blue
First Coast Flyer Red	Red
Mayport Express	Yellow
Townsend/Southside	Purple



JTA Bus Routes and Stops Monument Road:
Tredinick Pkwy to St. Johns Bluff Rd

SOURCE: JTA

Figure 15 – JTA Bus Routes and Stops on Monument Road – Detailed View (Tredinick Parkway to St. Johns Bluff Road)

Monument Road Corridor Analysis



Figure 16 – JTA Bus Stops on Monument Road with 300’ Buffers and Sidewalk Locations (Detailed View – Atlantic Boulevard to Regency Square Boulevard North/Atrium Way)

Monument Road Corridor Analysis

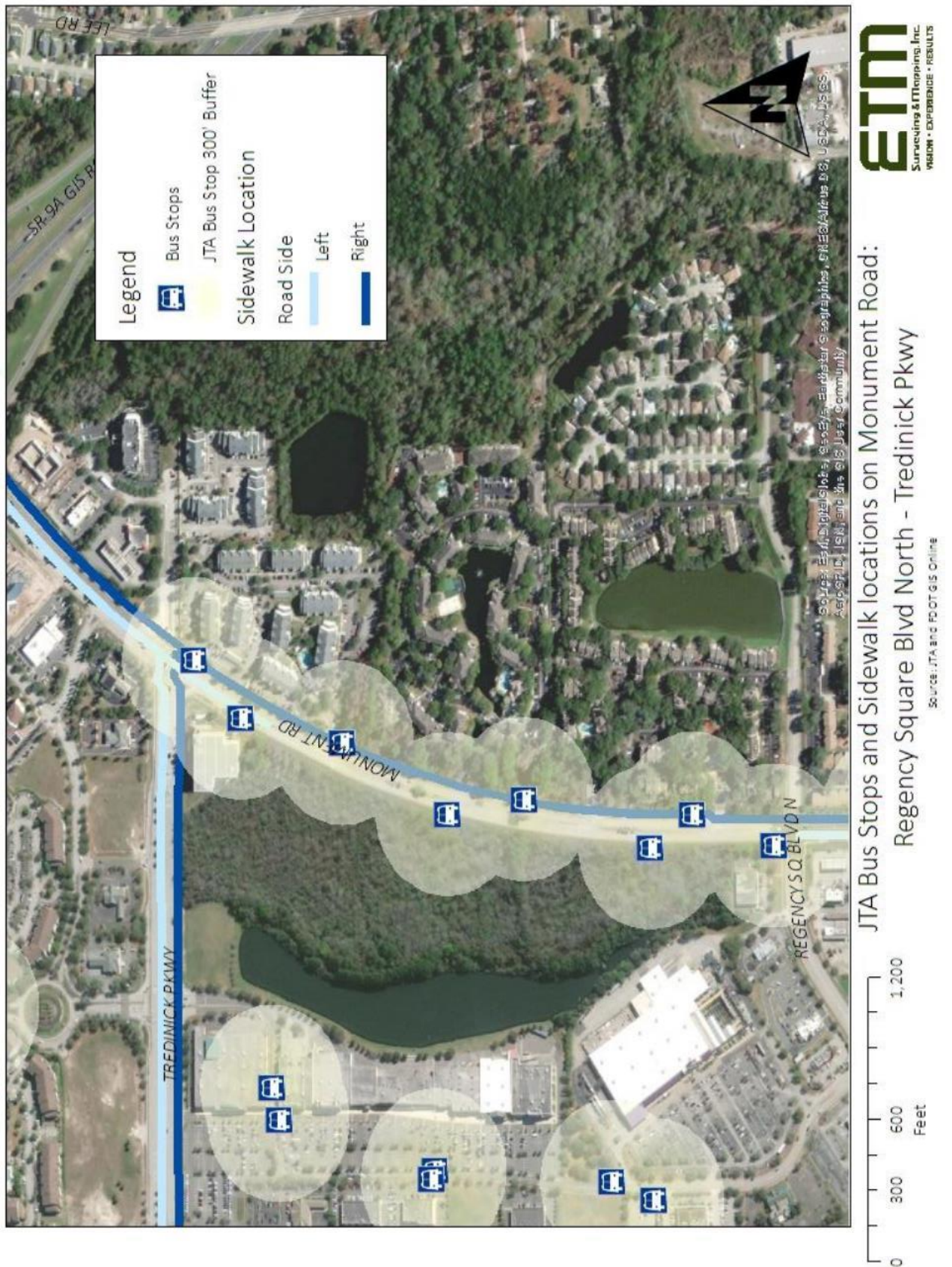


Figure 17 – JTA Bus Stops on Monument Road with 300’ Buffers and Sidewalk Locations (Detailed View – Regency Square Boulevard North/Atrium Way to Tredinick Parkway)

Monument Road Corridor Analysis



JTA Bus Stops and Sidewalk Locations Monument Road:
Tredinick Pkwy to St. Johns Bluff Rd

Source: JTA and PHOTO GIS Online



E. Adjacent Land Development Conditions

Figure 19 shows the land coverage in the vicinity of the Monument Road corridor.

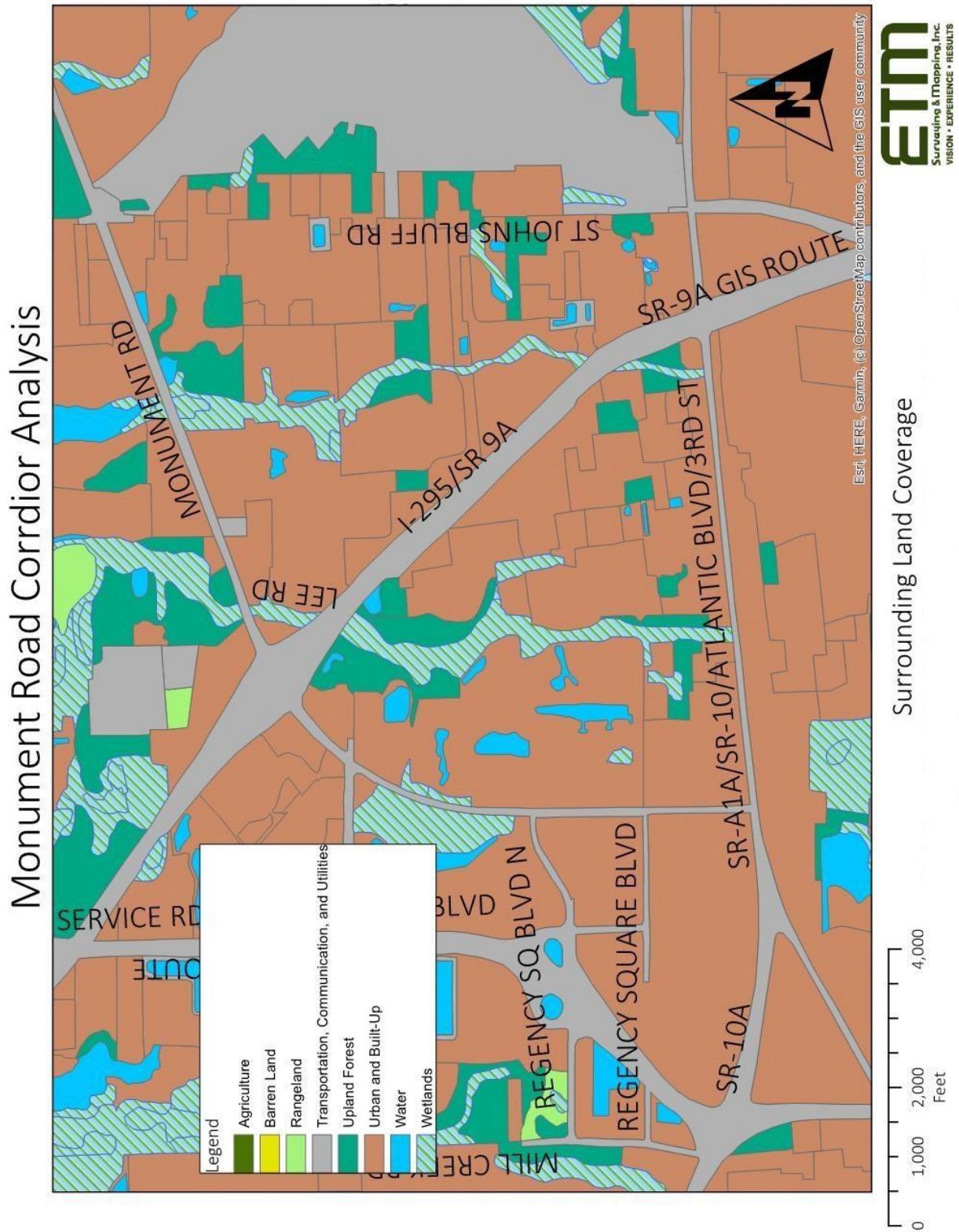


Figure 19 – Monument Road Study Area – Land Uses
Source: Compilation of data from Florida water management districts

F. Roadway Safety

Crash data was collected from *Signal Four Analytics* within the study area for a three-year period from January 1, 2016 to December 31, 2018. The Collision Diagrams are located in Appendix C. A total of 502 crashes were reported within the study area, as follows:

- 240 Rear-End
- 98 Left-Turn
- 65 Sideswipe
- 26 Angle
- 24 Right-Turn
- 21 Off-Road/Rollover
- 13 Other
- 11 Bicycle/Pedestrian
- 4 Head-On

An annual summary of the crash types (Table 3), crash severities (Table 4), lighting/roadway conditions (Table 5) and contributing conditions (Table 6) are shown below:

Table 3 – Crash Types by Year

Year	2016	2017	2018	SUM
Type				
Angle	10	11	5	26
Bicycle	2	1	3	6
Head On	1	1	2	4
Left Turn	36	33	29	98
Off Road	5	8	4	17
Other	3	3	7	13
Pedestrian	1	2	2	5
Rear End	72	96	72	240
Right Turn	8	8	8	24
Rollover	0	2	2	4
Sideswipe	23	22	20	65
TOTAL	161	187	154	502

Table 4 – Crash Severity by Year

Year	2016	2017	2018	SUM
Type				
Fatal	0	0	0	0
Incapacitating	2	1	1	4
Non-Incapacitating	12	21	9	42
Possible	36	50	40	126
Property Damage Only	111	115	104	330
TOTAL	161	187	154	502

Table 6 – Lighting and Roadway Condition by Year

Year	2016	2017	2018	SUM
Type				
Lighting Condition				502
Daylight	105	126	115	346
Dark - Lighted	49	42	31	122
Dark - Not Lighted	1	4	0	5
Dark - Unknown Lighting	0	0	0	0
Dusk/Dawn	6	15	8	29
Unknown	0	0	0	0
Roadway Condition				502
Dry Pavement	137	163	137	437
Wet Pavement	24	24	17	65
Mud, Dirt, Gravel	0	0	0	0
Unknown	0	0	0	0

Table 7 – Contributing Conditions by Year

Year	2016	2017	2018	SUM
Contributing Cause				
Careless Driving	58	79	56	193
Disregarded Control Devices	10	5	6	21
Driving Too Fast for Conditions	1	1	2	4
DUI	3	3	2	8
Failed to Keep in Proper Lane	0	0	4	4
Failed to Yield ROW	32	36	27	95
Followed Too Closely	18	10	18	46
Hit and Run	17	20	20	57
Improper Backing	0	1	3	4
Improper Lane Change	5	10	0	15
Improper Turn	2	1	5	8
Obstruction in Roadway	1	0	0	1
Over Correcting	0	0	1	1
Pedestrian in Roadway Improperly	0	0	1	1
Too Fast For Conditions	0	1	0	1
Unknown	13	20	8	41
Vehicle Malfunction	0	0	1	1
Wrong Side of Wrong Way	1	0	0	1
TOTAL	161	187	154	502

Additional crash-statistic information:

- 172 crashes/34 percent resulted in 238 injuries.
- There were 65 wet-pavement crashes/13 percent and 156 nighttime crashes/31 percent.
- The total (estimated) property damage for all crashes exceeded \$2.4 million.

G. Traffic Operational Analysis (2019 Existing Year Results)

An operational analysis of existing conditions was conducted using Synchro/SimTraffic analysis software. Intersection turning-movement counts were collected to accurately reflect traffic flows at each intersection within the study area. The existing roadway network (with 2019 traffic volumes) was analyzed and the LOS results for the various intersections were determined. The analyses at the signalized intersections were based on existing traffic signal timing obtained from the City of Jacksonville.

Synchro software was used to model the roadway network and provide a detailed analysis of the signalized operations. This program considers the effects of signal spacing and signal coordination, including actuated and semi-actuated signal operations, and incorporates traffic volumes, signal timing and vehicle detection. The model output includes intersection approach delays, volume-to-capacity ratios, estimated queue lengths and level-of-service (LOS) results. SimTraffic uses the Synchro model to simulate system-wide traffic operations and produces a visual model of the operating roadway network. This software was used to form a complete and detailed analysis of the system operations. Please see Table 8 (next page) for the 2019 LOS and Delay results.

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Table 8 – Monument Road Signalized Intersections – Synchro Results 2019 AM and PM Peak Hours

Monument Road Corridor Study Signalized Intersections Synchro Results 2019 AM and PM Peak												
Monument Road Intersection	Approach	Approach Delay (veh/Sec)		Approach LOS		Intersection Delay (veh/Sec)		Intersection LOS				
		AM	PM	AM	PM	AM	PM	AM	PM			
Atlantic Blvd	Monument Rd. NB	72	105.4	E	F	47.5	62.8	D	E			
	Monument Rd. SB	153.8	71.8	F	E							
	Atlantic Blvd EB	25.1	52.8	C	D							
	Atlantic Blvd WB	30.3	62.7	C	E							
Regency Square Blvd	Monument Rd. NB	14.4	21.7	B	C	20.4	24.2	C	C			
	Monument Rd. SB	60.8	17.8	E	B							
	Regency Square Blvd EB	10.6	21.8	B	C							
	Regency Square Blvd WB	19.4	55.5	B	E							
Regency Square Blvd/Atrium Way	Monument Rd. NB	9.6	8.1	C	A	16.6	50.7	B	D			
	Monument Rd. SB	16.3	13	C	B							
	Regency Square Blvd/Atrium Way EB	22.9	184.9	A	F							
	Regency Square Blvd/Atrium Way WB	30.5	40.4	B	D							
Tredinick Pkwy	Monument Rd. NB	23.6	38.7	C	D	18.4	39.4	B	D			
	Monument Rd. SB	13.3	25	B	C							
	Tredinick Pkwy EB	24.5	61.9	C	E							
	Tredinick Pkwy WB	24.1	40.4	C	D							
I-295 SB Ramps	I-295 NB	NA	NA	NA	NA	18.3	21.5	B	C			
	I-295 SB	40.4	52	D	D							
	Monument Rd. Ramps EB	15.6	17.5	B	B							
	Monument Rd. Ramps WB	12.8	15.6	B	B							
I-295 NB Ramps	I-295 NB	34.2	54.4	C	D	18	31.7	B	C			
	I-295 SB	NA	NA	NA	NA							
	Monument Rd. Ramps EB	2.5	28.6	A	C							
	Monument Rd. Ramps WB	21.7	20	A	B							
Lee Road	Monument Rd. EB	18.4	17.4	B	B	15.4	18	B	B			
	Monument Rd. WB	7.2	7.2	A	A							
	Lee Road NB	50.2	52.5	D	D							
	Lee Road SB	NA	NA	NA	NA							
St. Johns Bluff Rd	Monument Rd. EB	20.8	35.9	C	D	35.3	32.2	D	B			
	Monument Rd. WB	28	33	C	C							
	St. Johns Bluff Rd NB	23.9	27.5	C	C							
	St. Johns Bluff Rd SB	70.5	26.7	E	C							

Intersection Level of Service (LOS) – Existing Conditions

Monument Road at Atlantic Boulevard (SR 10)

This intersection currently experiences the corridor's most congestion, with LOS D with 47.5 seconds of delay during the AM peak hour and LOS E with 62.8 seconds of delay during the PM peak hour. This intersection also has the corridor's highest entering volumes (5,082 vehicles during the AM peak hour and 5,991 vehicles during the PM peak hour). During both peak hours, certain movements on every approach experience unacceptable delays (LOS F).

Monument Road at Regency Square Boulevard

This intersection operates with LOS C results during both the AM and PM peak hours. However, westbound traffic routinely experiences long queues and cycle failures during the peak periods.

Monument Road at Regency Square Boulevard North/Atrium Way

During the PM peak hour, this intersection experiences significant congestion (LOS D with 50.7 seconds of delay). However, this is primarily caused by eastbound left-turning traffic, which approaches 300 vehicles during the PM peak hour. This movement generates long queues and routinely endures cycle failures (LOS F with 184.9 seconds of delay).

Monument Road at Tredinick Parkway

This intersection operates with LOS B results during both the AM and PM peak hours. However, the eastbound left turns (714 vehicles) experience long queues and cycle failures during the PM peak hour (LOS E with 71.9 seconds of delay). Similarly, the southbound left turns (181 vehicles) also experience unacceptable operations (LOS E with 66.2 seconds of delay).

Monument Road at the Interstate-295 Southbound Ramps

The southbound ramps operate with LOS B results during both the AM and PM peak hours. However, the off-ramp left turns (221 vehicles) experience unacceptable operations during the AM peak hour (LOS E with 58 seconds of delay).

Monument Road at the Interstate-295 Northbound Ramps

The northbound off-ramp operates with LOS B results during the AM peak hour and LOS C results during the PM peak hour. However, the off-ramp traffic (453 left turns and 316 right turns) experience unacceptable operations during the PM peak hour (LOS E with 70.2 seconds of delay). As shown in the SimTraffic screen capture (Figure 20) to the right, the northbound volumes exceed the ramp's one-lane capacity.



Figure 20 – SimTraffic Screen Capture of Northbound Interstate-295 Off-Ramp (2019 PM peak).

Field observations also suggest the combined demand exceeds the capacity of the one lane ramp. Although the Synchro results show this movement operating at an overall LOS D (with 54.4 seconds of delay), motorists have actually created separate left- and right-turn lanes, as drivers use the right shoulder to access the dedicated right-turn slip lane at Monument Road. This dirt path extends approximately 600' south into the 1,000' ramp (see Figure 21 below). Google images from 2008 and 2019 (in Figures 22 and 23 below) indicate the shoulder damage has been visible since at least 2008.



Figure 21 – Evidence of Queue Demand (600' Shoulder Path)



Figure 22 – 2008 Photo of Interstate-295 Northbound Off-Ramp

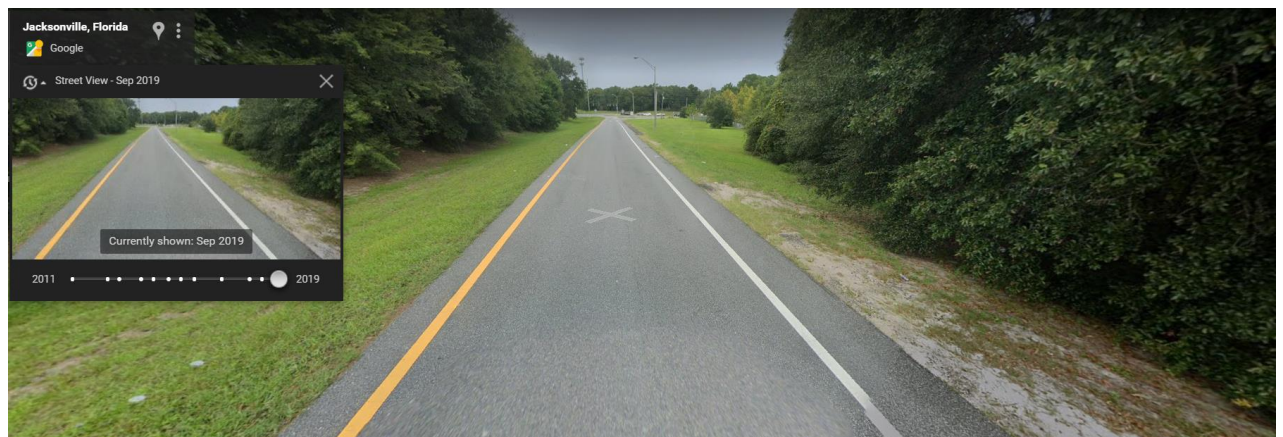


Figure 23 – 2019 Photo of Interstate-295 Northbound Off-Ramp

Monument Road at Lee Road

This intersection operates with LOS B results during both the AM and PM peak hours. However, the northbound left turns experience unacceptable operations (LOS E) during the peak periods (with 50.2 seconds of delay during the AM peak and 68.5 seconds of delay during the PM peak).

Monument Road at St. Johns Bluff Road

This intersection operates with LOS D results during the AM peak hour and LOS C results during the PM peak hours. However, the southbound through movement experiences unacceptable operations during the AM peak hour (LOS F with 94.1 seconds of delay). The eastbound left turns also experience unacceptable operations during the AM peak hour (LOS E with 61.5 seconds of delay).

During the PM peak hour, both the eastbound left turns and the northbound through movement experience unacceptable conditions (LOS E with 57.2 seconds of delay for the eastbound left turns and 56.2 seconds of delay for the northbound throughs).

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V. TRANSPORTATION NETWORK FUTURE PROJECTED 2045 CONDITIONS

Traffic Operational Analysis (2045 Projected Conditions)

To determine future traffic growth on Monument Road and the intersecting streets, the City of Jacksonville's traffic counts and FDOT's Traffic Online historical volumes were averaged on a yearly basis from 2008 to 2018. Projected/2045 traffic volumes were developed by extrapolating 2019 traffic volumes for a 26-year future growth window assuming an annualized growth rate.

As mentioned previously, Monument Road's historic traffic growth rate in the study area reflected a decrease in traffic (see Figure 3). To provide realistic volumes, a minimum increase of 1 percent per year was applied to the Monument Road projections. Historic traffic volumes and growth rates developed for this study are provided in Appendix H.

An operational analysis of future conditions was also conducted using Synchro/SimTraffic analysis software. Please see Table 9 (next page) for the 2045 LOS and Delay results and refer to Appendix J for the supporting traffic-analysis results.

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Table 9 – Monument Road Signalized Intersections – Synchro Results 2045 AM and PM Peak Hours

Monument Road Corridor Study Optimized Signalized Intersections Synchro Results Projected 2045 AM and PM Peak													
Monument Road Intersection	Approach	Approach Delay (veh/Sec)		Approach LOS		Intersection Delay (veh/Sec)		Intersection LOS					
		AM	PM	AM	PM	AM	PM	AM	PM				
Atlantic Blvd	Monument Rd. NB	60.5	93.8	E	F	128.4	305.2	F	F				
	Monument Rd. SB	52.5	96.6	D	F								
	Atlantic Blvd EB	70.1	362.2	E	F								
	Atlantic Blvd WB	200.9	332.9	F	F								
Regency Square Blvd	Monument Rd. NB	20.9	39.8	C	D	27.6	38.3	C	D				
	Monument Rd. SB	30.3	37.2	C	D								
	Regency Square Blvd EB	14.3	27.8	B	C								
	Regency Square Blvd WB	55.0	54.5	D	D								
Regency Square Blvd/Atrium Way	Monument Rd. NB	17.9	35.7	B	D	22.1	38.5	C	D				
	Monument Rd. SB	23.7	48.0	C	D								
	Regency Square Blvd/Atrium Way EB	23.0	34.1	C	C								
	Regency Square Blvd/Atrium Way WB	23.7	33.2	C	C								
Tredinick Pkwy	Monument Rd. NB	32.2	105.7	C	F	25.3	91.6	C	F				
	Monument Rd. SB	16.8	47.9	B	D								
	Tredinick Pkwy EB	35.2	133.8	D	F								
	Tredinick Pkwy WB	30.4	60.1	C	E								
I-295 SB Ramps	I-295 NB	NA	NA	NA	NA	26.2	43.2	B	D				
	I-295 SB	43.5	83.5	D	F								
	Monument Rd. Ramps EB	26.4	42.3	C	D								
	Monument Rd. Ramps WB	20.5	29.6	C	C								
I-295 NB Ramps	I-295 NB	69.1	69.8	E	E	34.8	68.3	C	E				
	I-295 SB	NA	NA	NA	NA								
	Monument Rd. Ramps EB	9.6	72.0	A	E								
	Monument Rd. Ramps WB	37.9	63.0	D	E								
Lee Road	Monument Rd. EB	15.5	41.8	B	D	15.8	28.8	B	C				
	Monument Rd. WB	13.8	35.5	B	D								
	Lee Road NB	27.9	12.7	C	B								
	Lee Road SB	NA	NA	NA	NA								
St. Johns Bluff Rd	Monument Rd. EB	33.6	85.9	C	F	34	76.5	C	E				
	Monument Rd. WB	43.9	76.2	D	E								
	St. Johns Bluff Rd NB	14.7	66.9	B	E								
	St. Johns Bluff Rd SB	28.3	70.7	C	E								

VI. CORRIDOR TRAFFIC OPERATIONS (2045 DESIGN YEAR)

Intersection Level of Service (LOS) – Future Conditions

As shown in Table 9 (previous page), numerous deficiencies (LOS E and LOS F results) will need to be addressed. The following summaries are provided for each intersection:

Monument Road at Atlantic Boulevard (SR 10)

If no improvements are implemented, this intersection will experience unacceptable congestion during the AM and PM peak hours. The 2045 AM peak hour is expected to be LOS F with 128.4 seconds of delay, and the 2045 PM peak hour is expected to be worse (at LOS F with 305.2 seconds of delay).

Monument Road at Regency Square Boulevard

By 2045, with optimized signal timing, this intersection will experience LOS C results during the AM peak hour and LOS D results during the PM peak hour.

Monument Road at Regency Square Boulevard North/Atrium Way

By 2045, with optimized signal timing, this intersection will experience LOS C results during the AM peak hour and LOS D results during the PM peak hour.

Monument Road at Tredinick Parkway

With optimized signal timing, this intersection is expected to operate with LOS C results during the AM peak hour. However, unacceptable results (LOS F and 91.6 seconds of delay) are expected during the PM peak hour. Specifically, the eastbound left turns (almost 1,200 vehicles during the 2045 PM peak hour) will experience long queues and cycle failures (LOS F with 156.2 seconds of delay).

Monument Road at the Interstate-295 Southbound Ramps

In 2045, the southbound ramps are expected to operate with LOS C results during the AM peak hour and LOS D during the PM peak hour. However, the off-ramp will continue to experience unacceptable conditions, especially during the PM peak hour (LOS F with 83.5 seconds of delay).

Monument Road at the Interstate-295 Northbound Ramps

In 2045, the northbound off-ramp will operate with LOS C results during the AM peak hour and LOS E results during the PM peak hour. However, the off-ramp traffic (589 left turns and 411 right turns during the PM peak hour) will continue to experience unacceptable operations (LOS E with 69.8 seconds of delay).

Monument Road at Lee Road

By 2045, with optimized signal timing, this intersection will experience LOS B results during the AM peak hour and LOS C results during the PM peak hour.

Monument Road at St. Johns Bluff Road

If no improvements are implemented, this intersection will experience unacceptable congestion during the 2045 PM peak hour (LOS E with 76.5 seconds of delay). Specifically, the eastbound left-turn movement and northbound through movement will experience unacceptable conditions (LOS F with 111.4 seconds of delay for the eastbound left turns and 123.1 seconds of delay for the northbound throughs).

Projected Corridor Deficiencies – Future Conditions

Access Management

Within the southern segments of Monument Road (between Atlantic Boulevard and Regency Square Boulevard North/Atrium Way), the absence of controlled access could produce chaotic traffic conditions. Currently, continuous side-by-side center turn lanes serve a high number of driveway connections and generate a substantial number of conflict points for motorists. These conditions reduce driver safety and mobility.

Sidewalk Gaps

Missing sidewalk gaps were observed at the following locations:

1. Portions of the west side of Monument Road (Atlantic Boulevard to Regency Square Boulevard)
2. The west side of Monument Road (Regency Square Boulevard North/Atrium Way to Tredinick Parkway)
3. The north side of Monument Road at/near the Interstate-295 ramps
4. The north side of Monument Road between Interstate-295 and Millcoe Road

Missing Bike Lanes

Bike lanes do not currently exist on Monument Road between Atlantic Boulevard and Regency Square Boulevard North/Atrium Way.

Transit Routes

The existing sidewalk gaps and missing bike lanes do not support the transit routes on Monument Road. Until the existing pedestrian and cyclist network in this area can be improved, potential transit riders may have limited access to transit services.

City of Jacksonville Trails

The City of Jacksonville has plans to connect 50-miles of trails known as the Core 2 Coast Loop of the East Coast Greenway Trail. To this end, the Northeast Florida Regional Multi-Use Trails Master Plan identifies the Core 2 Coast Loop Trail as the number one trail priority project in Duval County.

In addition, the City's Master Plan includes three priority projects that impact the study limits: 1) the Core 2 Coast Loop Trail on Tredinick Parkway, 2) a shared-use path on Monument Road between Atlantic Boulevard and Tredinick Parkway, and 3) a shared-use path on Regency Square Boulevard North between Mill Creek Road and Monument Road.

However, existing right-of-way constraints must be addressed before design and construction of these trails and paths can begin.

GIS parcel lines and aerial imagery was used to review the available right-of-way for a shared-use path. North of Atlantic Boulevard, the west side of Monument Road appears to have more available right-of-way to construct a consistent shared-use path. To satisfy the City Standards for a shared-use path, 17' is required between the back of curb and the far side of the shared-use path. This includes a 12' shared-use path and a 5' planting strip.

- Between Atlantic Boulevard and First Federal Drive, there is approximately 5' between the back of curb and the right-of-way.
- Between First Federal Drive and Regency Square Boulevard, there is approximately 10' between the back of curb and the right-of-way.

- Between Regency Square Boulevard and Tredinick Parkway, it appears a 12' shared-use path and the 5' planting strip can be constructed.
- Between Tredinick Parkway to Lantern Street, there is approximately 8' between the back of curb and the right-of-way.
- Between Lantern Street and the Interstate-295 overpass, there is approximately 17' of right-of-way between the back of curb and the right-of-way. Underneath the Interstate-295 overpass, a barrier wall would need to be constructed between the travel lanes and the shared-use path (since no buffer would be available).
- East of Millcoe Road, there is approximately 7' between the back of curb and the right-of-way. There is also a retention pond east of Millcoe Road that would make obtaining 17' very difficult.
- Approximately 950' east of Classic Oak Road East, there is approximately 23' between the back of curb and the right-of-way.
- Approximately 950' west of St. Johns Bluff Roadway, the right-of-way narrows again to approximately 8' from the back of curb to the right-of-way.

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VII. POTENTIAL OPERATIONAL IMPROVEMENTS

Intersection Level of Service (LOS) – Future Conditions

After identifying the intersections that were expected to experience unacceptable delays in 2045, additional operational analyses of future conditions (with potential improvements) were also conducted using Synchro/SimTraffic analysis software. Please see Table 10 (next page) for the 2045 (With Improvements) LOS and Delay results and refer to Appendix K for the supporting traffic-analysis results. The following summaries are provided for each intersection:

Monument Road at Atlantic Boulevard (SR 10)

By 2045, the eastbound through movement during the PM peak hour is expected to approach 3,700 vehicles. Per FDOT's Generalized Peak-Hour Directional Volume Tables, the capacity threshold for acceptable LOS results is 3,020 vehicles. As a result, significant improvements to SR 10/Atlantic Boulevard will be required (as reflected in the 305 seconds of delay anticipated during the 2045 PM peak hour). Currently, the north leg of Monument Road has southbound dual lefts, dual rights, and dual through lanes. As mentioned previously, the existing City right-of-way is constrained. As a result, no short-term solutions were identified and any long-term improvements will require additional right-of-way.

Monument Road at Regency Square Boulevard – No capacity or operational improvements are recommended at this time.

Monument Road at Regency Square Boulevard North/Atrium Way – No capacity or operational improvements are recommended at this time.

Monument Road at Tredinick Parkway

Because the eastbound left turns will approach 1,200 vehicles during the 2045 PM peak hour, the possibility of providing three left-turn lanes and split-phasing the signal was analyzed. As shown in Table 10, these improvements are expected to eliminate any future LOS F results during the 2045 PM peak hour. Also, this can be accomplished by restriping the existing pavement to provide both the eastbound triple lefts as well as the third receiving lane on Monument Road. With optimized signal timing, this intersection is expected to operate with LOS C results during the AM peak hour and LOS E results during the PM peak hour.

Monument Road at the Interstate-295 Southbound Ramps

Because the off-ramp will continue to experience unacceptable conditions during the 2045 PM peak hour, a dedicated right-turn bay is proposed to separate the left-turn vehicles from the right-turn vehicles. If constructed, LOS D results with 54.2 seconds of delay are expected, compared with LOS F and 84.3 seconds of delay if no lane addition is realized.

Monument Road at the Interstate-295 Northbound Ramps

Because the off-ramp will continue to experience unacceptable conditions during the 2045 PM peak hour, both a second left-turn lane and a dedicated right-turn bay are proposed to improve traffic flow. If constructed, the intersection will experience LOS C results with 29.6 seconds of delay, compared with LOS E results and 68.3 seconds of delay if no lane additions are realized.

Monument Road at Lee Road - No capacity/operational improvements are recommended at this time.

Monument Road at St. Johns Bluff Road

If no improvements are implemented, this intersection will experience unacceptable congestion during the 2045 PM peak hour (LOS E with 76.5 seconds of delay). But if a second northbound receiving lane (north of the intersection) is constructed, then eastbound dual-left turns and a second northbound through lane can be provided. These geometric improvements will reduce the intersection delay to 67.7 seconds and will improve the eastbound results from LOS F (with 85.9 seconds of delay) to LOS E (with 76.1 seconds of delay).

Table 10 – Monument Road (With Proposed Improvements) – 2045 AM/PM Synchro Results

Monument Road Corridor Study Optimized with Improvements Signalized Intersections Synchro Results Projected 2045 AM and PM Peak												
Monument Road Intersection	Approach		Approach Delay (veh/Sec)		Approach LOS		Intersection Delay (veh/Sec)		Intersection LOS			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
Atlantic Blvd	Monument Rd. NB	60.5	93.8	E	F	128.4	305.2	F	F	F	F	
	Monument Rd. SB	52.5	96.6	D	F							
	Atlantic Blvd EB	70.1	362.2	E	F							
	Atlantic Blvd WB	200.9	332.9	F	F							
Regency Square Blvd	Monument Rd. NB	21.0	39.8	C	D							
	Monument Rd. SB	29.9	37.2	C	D	27.4	38.3	C	C	D	D	
	Regency Square Blvd EB	14.3	27.8	B	C							
	Regency Square Blvd WB	55.0	54.5	D	D							
Regency Square Blvd/Atrium Way	Monument Rd. NB	17.9	35.7	B	D							
	Monument Rd. SB	23.5	48.0	C	D							
	Regency Square Blvd/Atrium Way EB	23.0	34.1	C	C	22	38.5	C	C	D	D	
	Regency Square Blvd/Atrium Way WB	23.7	33.2	C	C							
Tredinick Pkwy	Monument Rd. NB	42.3	79.1	D	E							
	Monument Rd. SB	24.1	44.2	C	D	31.4	65.7	C	C	E	E	
	Tredinick Pkwy EB	36.3	74.9	D	E							
	Tredinick Pkwy WB	30.9	60.6	C	E							
I-295 SB Ramps	I-295 NB	NA	NA	NA	NA							
	I-295 SB	39.1	54.2	D	D	26.9	43.2	C	C	D	D	
	Monument Rd. Ramps EB	28.4	51.0	C	D							
	Monument Rd. Ramps WB	22.0	42.7	C	D							
I-295 NB Ramps	I-295 NB	48.1	44.4	D	D							
	I-295 SB	NA	NA	NA	NA	29.4	29.6	C	C	C	C	
	Monument Rd. Ramps EB	10.8	19.6	B	B							
	Monument Rd. Ramps WB	34.0	31.2	C	C							
Lee Road	Monument Rd. EB	15.5	41.8	B	D							
	Monument Rd. WB	13.8	28.7	B	C	15.8	25	B	B	C	C	
	Lee Road NB	27.9	12.7	C	B							
	Lee Road SB	NA	NA	NA	NA							
St. Johns Bluff Rd	Monument Rd. EB	40.2	76.1	D	E							
	Monument Rd. WB	46.2	64.6	D	E	38.8	67.7	D	D	E	E	
	St. Johns Bluff Rd NB	19.8	56.9	B	E							
	St. Johns Bluff Rd SB	35.4	70.9	D	E							

VIII. RECOMMENDED IMPROVEMENTS

Potential traffic-flow improvements were identified and analyzed. A proactive plan is suggested and numerous options to improve traffic flow within the study area were considered and/or identified. Short-term improvements are recommended and include the following:

- Install flexible retroreflective backplates on all signal heads.
- Retime the traffic signals within the project limits.
- Restripe Tredinick Parkway's eastbound lanes to convert the existing through lane to a shared left/through lane. This third left-turn lane would connect to the outside lane on Monument Road (i.e., the right-turn lane onto the southbound Interstate-295 on-ramp).

The estimated cost for these short-term improvements is **\$109,570**.

Constructing sidewalk (within the existing right-of-way) to improve pedestrian connectivity is considered a near-term improvement. Missing sidewalk gaps were observed at the following locations:

- Portions of the west side of Monument Road (Atlantic Boulevard to Regency Square Boulevard)
- The west side of Monument Road (Regency Square Boulevard North/Atrium Way to Tredinick Parkway)
- The north side of Monument Road at/near the Interstate-295 ramps
- The north side of Monument Road between Interstate-295 and Millcoe Road

The estimated cost for these sidewalk improvements is **\$470,919**.

Long-term improvements are also recommended and include the following:

- For the southerly section of Monument Road between Atlantic Boulevard and Regency Square Boulevard, provide bike lanes and extend the existing traffic separator to the north. The existing side-by-side left-turn lanes will be eliminated within this segment. One directional median opening and one full median opening (at the existing "bestbet" driveway) are proposed.
- For the section of Monument Road between Regency Square Boulevard and Regency Square Boulevard North/Atrium Way, provide bike lanes and extend the existing median and/or install new landscaped medians to aesthetically improve this segment.
- For the section of Monument Road just north of Regency Square Boulevard North/Atrium Way, extend the existing traffic separator to the south (to the signalized intersection).
- For the Interstate-295 off-ramps, construct additional lanes to improve traffic flow.
- For St. Johns Bluff Road, construct a second receiving lane north of the intersection to provide eastbound dual lefts and a second northbound through lane.

The estimated cost for the access-management and bike-lane improvements on the southern portion of Monument Road is **\$1,003,398**. The estimated cost for the Interstate-295 Southbound Off-Ramp improvements is **\$202,773** and the Interstate-295 Northbound Off-Ramp improvements is **\$368,445**. The estimated cost for the St. Johns Bluff Road improvements is **\$247,155**.

Details for the cost estimates are included in Appendix E.

Consideration should also be given to constructing a shared-use path on the west/north side of Monument Road. However, the existing right-of-way for the segment of Monument Road just north of Atlantic Boulevard appears to be constrained. Additional right-of-way may need to be acquired in this area (and other areas within the project limits) to effectively construct a 12'-wide shared-use path.

APPENDIX

Appendix A: Existing Condition Diagrams

Appendix B: Crash Tables

Appendix C: Collision Diagrams

Appendix D: Concept Plans

Appendix E: Opinion of Probable Costs

Appendix F: Typical Sections (Existing and Proposed)

Appendix G: 2019 Turning Movement Volumes

Appendix H: Study Area Historical AADT Volume and Growth Rates

Appendix I: 2019 Volumes Synchro Analysis Results

Appendix J: 2045 Projected Volumes Synchro Analysis Results

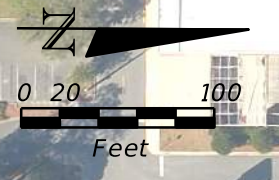
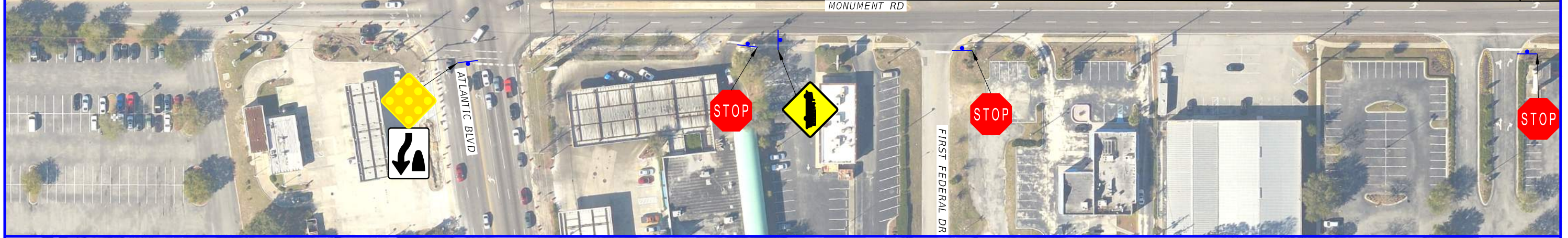
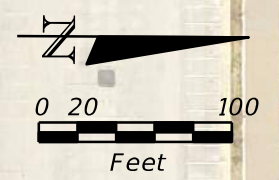
Appendix K: 2045 Projected Volumes (With Proposed Improvements) Synchro
Analysis Results

Appendix L: Bike, Pedestrian, and Multi-Use Trail Planning Documents

Appendix M: City of Jacksonville's Tredinick Parkway Study

Appendix A:

Existing Condition Diagrams



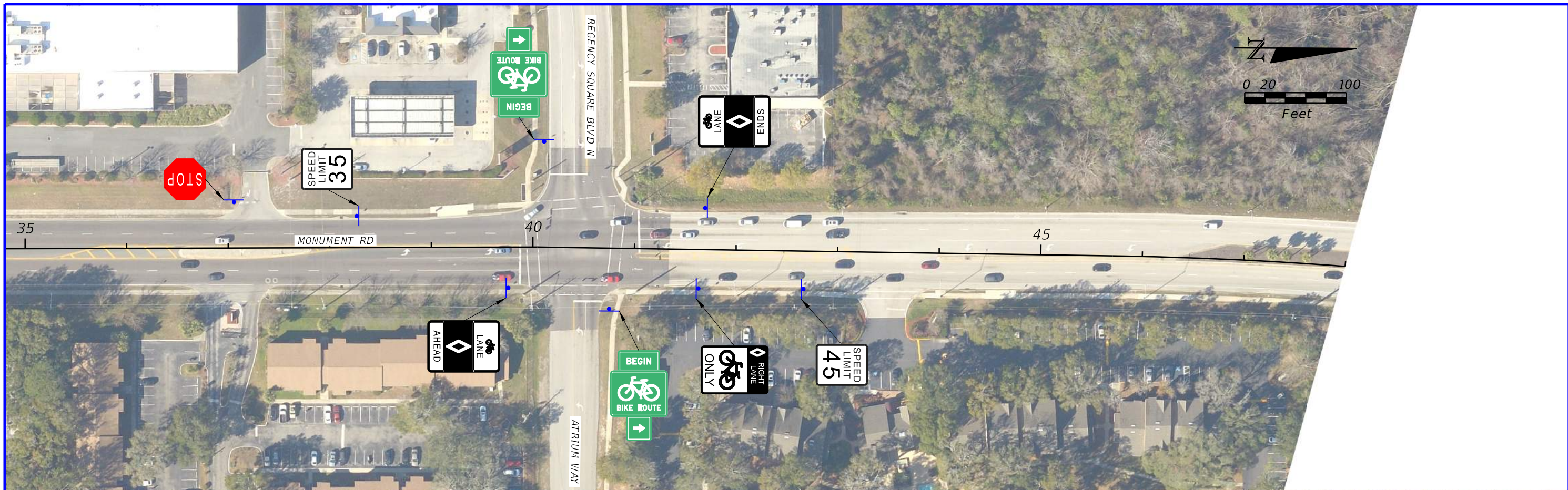
ETM
VISION • EXPERIENCE • RESULTS
MARK S. MANWELL, P.E. Lic. No. NUMBER 53938

England-Thoms & Miller, Inc.
14775 Old St. Augustine Road
Jacksonville, FL 32258
TEL: (904) 642-6996
FAX: (904) 646-9485
CA - 00002584 LC - 0000316

North Florida TPO
Transportation Planning Organization
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MONUMENT ROAD
CONDITION DIAGRAM

SHEET NO.
1



MARK S. MANWELL, P.E.

England-Thoms & Miller, Inc.
14775 Old St. Augustine Road
Jacksonville, FL 32258
TEL: (904) 642-9990
FAX: (904) 646-9485
CA - 00002584 LC - 0000316

Lic. No. NUMBER 53938

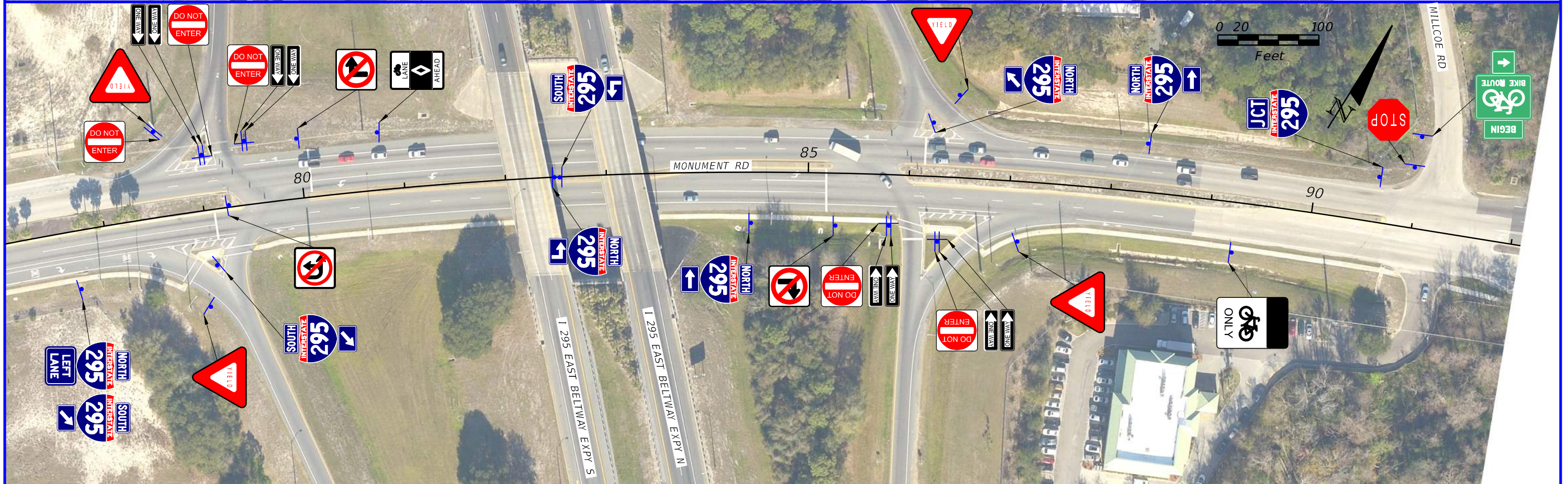
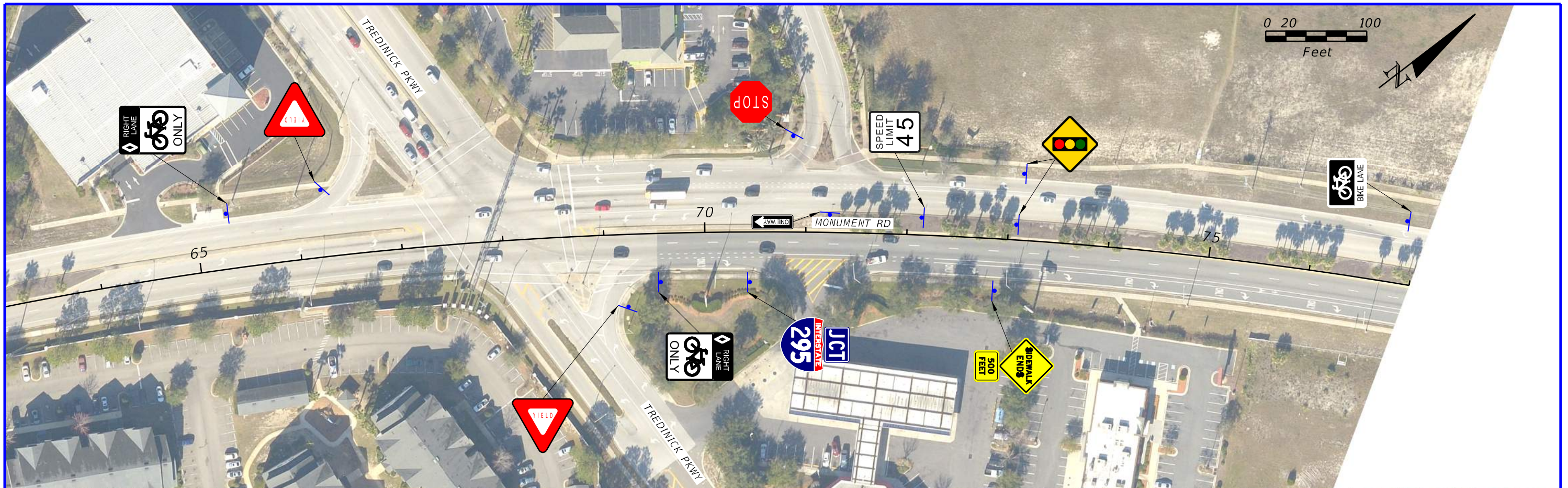


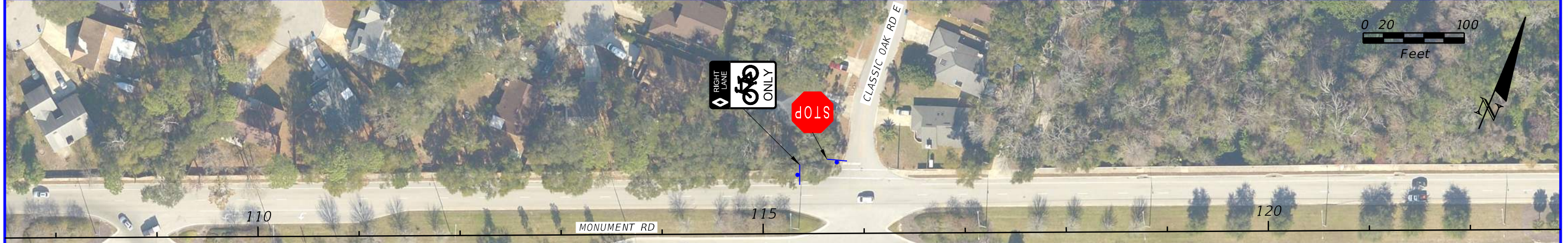
PLAN - FUND - MOBILIZE

MONUMENT ROAD
CONDITION DIAGRAM

SHEET
NO.

2





MARK S. MANWELL, P.E.

England-Thins & Miller, Inc.
14775 Old St. Augustine Road
Jacksonville, FL 32258
TEL: (904) 642-9996
FAX: (904) 646-9483
CA - 00002584 LC - 0000316

Lic. No. NUMBER 53938

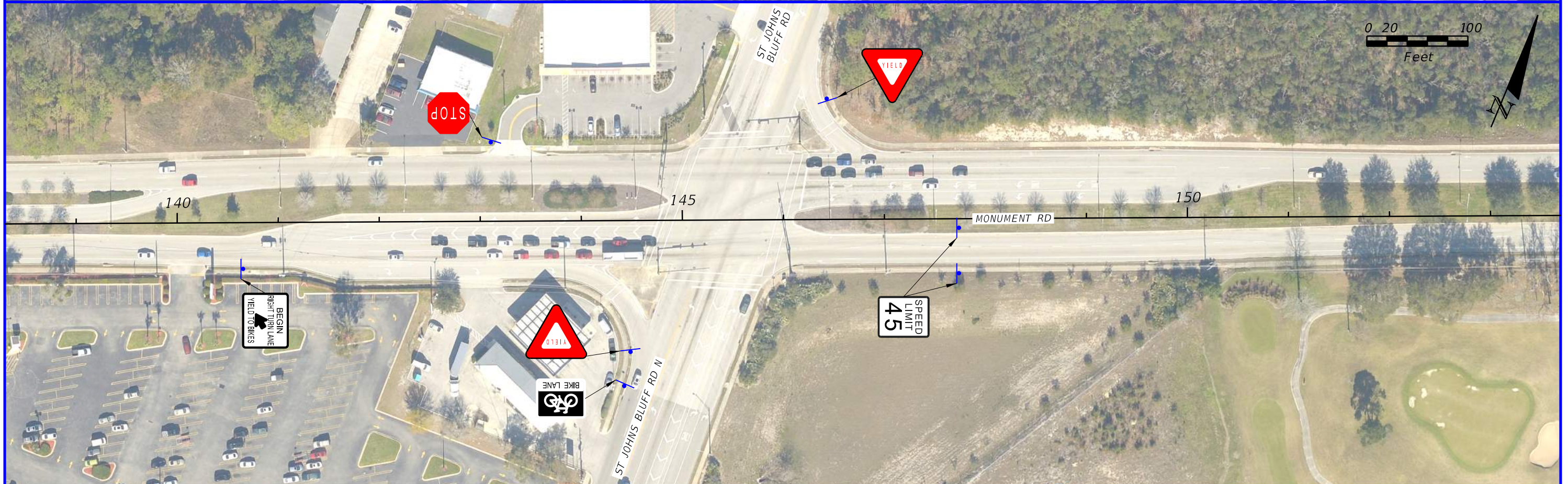
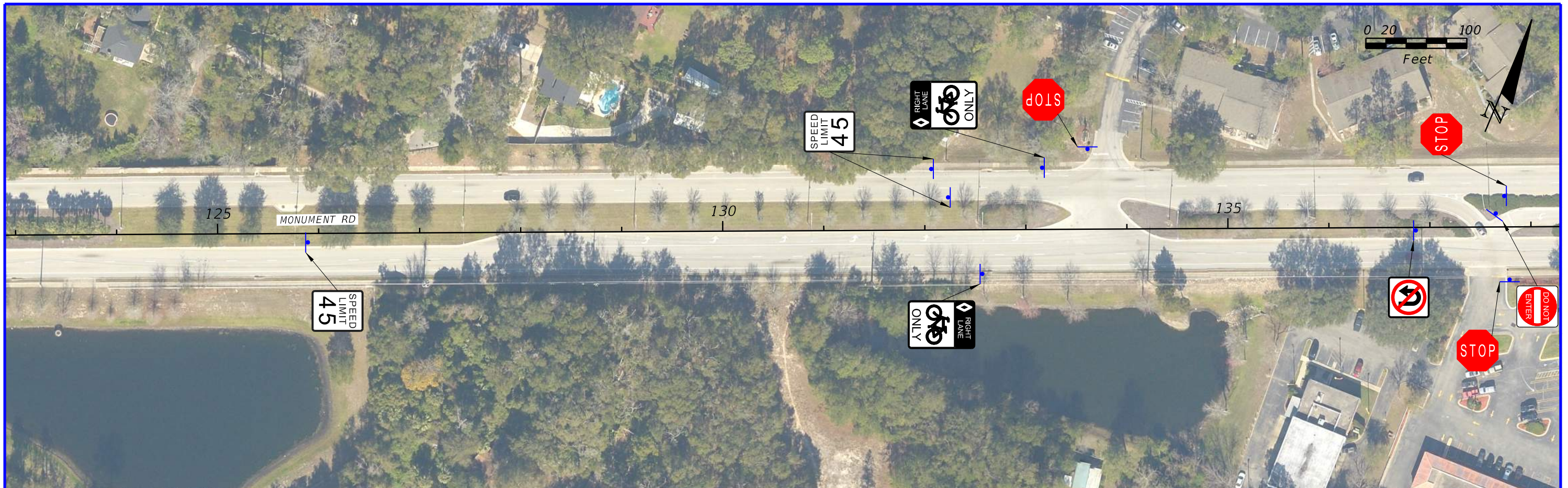


PLAN - FUND - MOBILIZE

MONUMENT ROAD
CONDITION DIAGRAM

SHEET
NO.

4



MARK S. MANWELL, P.E.

England-Thibbs & Miller, Inc.
14775 Old St. Augustine Road
Jacksonville, FL 32258
TEL: (904) 646-6996
FAX: (904) 646-9485
CA - 00002584 LC - 0000316

Lic. No. NUMBER 53938



PLAN - FUND - MOBILIZE

MONUMENT ROAD
CONDITION DIAGRAM

SHEET
NO.

5

Appendix B:
Crash Tables

COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
1	1/3/2016	Sun	4:05 PM	0	0	\$6,000	Left Turn	Day	Dry	Failed to Yield ROW		
2	1/4/2016	Mon	6:02 PM	0	4	\$32,000	Left Turn	Night	Dry	Failed to Yield ROW		
3	1/5/2016	Tue	3:15 PM	0	0	\$2,000	Right Turn	Day	Dry	Failed to Yield ROW		
4	1/6/2016	Wed	7:30 AM	0	0	\$23,800	Rear End	Night	Wet	Careless Driving		
5	1/6/2016	Wed	7:30 AM	0	0	\$1,000	Rear End	Night	Wet	Careless Driving		
6	1/7/2016	Thu	11:18 AM	0	0	\$1,250	Sideswipe	Day	Dry	Improper Turn		
7	1/13/2016	Wed	4:18 PM	0	0	\$1,500	Right Turn	Day	Dry	Disregarded Control Devices		
8	1/16/2016	Sat	12:16 PM	0	0	\$7,500	Rear End	Day	Dry	Followed Too Closely		
9	1/17/2016	Sun	1:53 PM	0	0	\$8,000	Angle	Day	Dry	Disregarded Control Devices		
10	1/19/2016	Tue	5:30 PM	0	0	\$4,500	Rear End	Day	Dry	Careless Driving		
11	1/21/2016	Thu	1:00 PM	0	0	\$2,000	Sideswipe	Day	Dry	Improper Turn		
12	1/25/2016	Mon	9:20 AM	0	0	\$6,500	Off Road	Day	Dry	Careless Driving		
13	1/27/2016	Wed	7:00 AM	0	0	\$12,000	Left Turn	Day	Wet	Disregarded Control Devices		
14	1/30/2016	Sat	11:00 AM	0	0	\$4,000	Right Turn	Day	Dry	Careless Driving		
15	2/2/2016	Tue	10:49 AM	0	0	\$12,500	Rear End	Day	Dry	Careless Driving		
16	2/4/2016	Thu	11:20 PM	0	1	\$7,800	Off Road	Night	Wet	Driving Too Fast for Conditions		
17	2/5/2016	Fri	7:45 PM	0	0	\$10,000	Angle	Night	Dry	Disregarded Control Devices		
18	2/7/2016	Sun	10:42 AM	0	0	\$1,500	Rear End	Day	Wet	Followed Too Closely		
19	2/13/2016	Sat	5:00 PM	0	0	\$3,500	Sideswipe	Day	Dry	Unknown		
20	2/14/2016	Sun	1:37 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving		
21	2/15/2016	Mon	9:53 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving		
22	2/15/2016	Mon	10:15 PM	0	0	\$10,000	Left Turn	Night	Dry	Failed to Yield ROW		
23	2/18/2016	Thu	12:30 PM	0	0	\$11,000	Rear End	Day	Dry	Followed Too Closely		
24	2/19/2016	Fri	5:58 PM	0	0	\$5,000	Rear End	Day	Dry	Careless Driving		
TOTAL				0	5	\$177,350						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	2	22	10	0	2	4	3	3	2	0	0
PERCENT	0%	8%	92%	42%	0%	8%	17%	13%	13%	8%	0%	0%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	18	6	5	19	0	3	0	9	0	4	4	4
PERCENT	75%	25%	21%	79%	0%	13%	0%	38%	0%	17%	17%	17%

Total Vehicles Entering/ADT: _____ Collision Rate: _____ PER M.E.V. _____

COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
25	2/20/2016	Sat	10:48 PM	0	0	\$15,500	Angle	Night	Dry	Disregarded Control Devices		
26	2/25/2016	Thu	6:30 PM	0	0	\$3,000	Rear End	Night	Dry	Followed Too Closely		
27	2/29/2016	Mon	2:30 PM	0	0	\$2,400	Rear End	Day	Dry	Followed Too Closely		
28	3/1/2016	Tue	5:03 PM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving		
29	3/6/2016	Sun	10:31 PM	0	0	\$14,000	Left Turn	Night	Dry	Careless Driving		
30	3/7/2016	Mon	5:30 AM	0	1	\$4,000	Left Turn	Night	Dry	Careless Driving		
31	3/9/2016	Wed	11:50 PM	0	0	\$4,000	Rear End	Night	Dry	Careless Driving		
32	3/12/2016	Sat	2:20 PM	0	1	\$6,100	Rear End	Day	Dry	Followed Too Closely		
33	3/13/2016	Sun	11:25 AM	0	0	\$1,000	Rear End	Day	Dry	Followed Too Closely		
34	3/14/2016	Mon	8:16 AM	0	0	\$9,500	Left Turn	Day	Wet	Failed to Yield ROW		
35	3/17/2016	Thu	8:06 AM	0	2	\$6,000	Rear End	Day	Dry	Careless Driving		
36	3/18/2016	Fri	11:20 PM	0	0	\$20,000	Left Turn	Night	Wet	Disregarded Control Devices		
37	3/24/2016	Thu	6:10 PM	0	0	\$7,000	Rear End	Day	Dry	Followed Too Closely		
38	3/25/2016	Fri	7:20 AM	0	0	\$2,001	Sideswipe	Day	Wet	Hit and Run		
39	3/27/2016	Sun	7:40 PM	0	0	\$1,000	Left Turn	Night	Wet	Hit and Run		
40	3/27/2016	Sun	9:30 PM	0	0	\$1,000	Sideswipe	Night	Wet	Hit and Run		
41	3/30/2016	Wed	1:55 PM	0	2	\$18,000	Left Turn	Day	Dry	Failed to Yield ROW		
42	4/1/2016	Fri	4:25 PM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving		
43	4/1/2016	Fri	4:50 PM	0	0	\$11,000	Rear End	Day	Dry	Followed Too Closely		
44	4/6/2016	Wed	5:50 PM	0	0	\$3,000	Angle	Day	Dry	Improper Lane Change		
45	4/9/2016	Sat	1:35 PM	0	0	\$200	Right Turn	Day	Dry	Unknown		
46	4/11/2016	Mon	9:00 PM	0	0	\$6,000	Angle	Night	Dry	Unknown		
47	4/16/2016	Sat	4:40 PM	0	0	\$7,200	Rear End	Day	Wet	Followed Too Closely		
48	4/16/2016	Sat	10:45 PM	0	0	\$10,000	Other	Night	Wet	Careless Driving		
TOTAL				0	6	\$156,401						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	4	20	11	0	3	6	1	2	0	0	1
PERCENT	0%	17%	83%	46%	0%	13%	25%	4%	8%	0%	0%	4%
Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	14	10	7	17	0	7	0	7	1	2	2	5
PERCENT	58%	42%	29%	71%	0%	29%	0%	29%	4%	8%	8%	21%

Total Vehicles Entering/ADT: _____ Collision Rate: _____ PER M.E.V. _____

COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
49	4/22/2016	Fri	7:50 AM	0	0	\$250	Rear End	Day	Dry	Hit and Run
50	4/22/2016	Fri	5:20 PM	0	0	\$4,000	Angle	Day	Wet	Careless Driving
51	4/22/2016	Fri	9:14 PM	0	1	\$18,000	Left Turn	Night	Wet	Failed to Yield ROW
52	4/25/2016	Mon	1:25 PM	0	0	\$3,500	Sideswipe	Day	Dry	Careless Driving
53	4/30/2016	Sat	4:20 PM	0	1	\$2,000	Rear End	Day	Dry	Careless Driving
54	5/4/2016	Wed	8:27 AM	0	1	\$1,500	Right Turn	Day	Dry	Failed to Yield ROW
55	5/4/2016	Wed	12:40 PM	0	0	\$5,000	Right Turn	Day	Dry	Failed to Yield ROW
56	5/7/2016	Sat	3:10 PM	0	1	\$3,500	Rear End	Day	Dry	Followed Too Closely
57	5/10/2016	Tue	7:16 PM	0	0	\$4,000	Left Turn	Night	Dry	Failed to Yield ROW
58	5/12/2016	Thu	5:20 AM	0	1	\$15,000	Angle	Night	Dry	Careless Driving
59	5/13/2016	Fri	4:00 PM	0	1	\$500	Bicycle	Day	Wet	Unknown
60	5/13/2016	Fri	8:10 PM	0	0	\$10,000	Left Turn	Night	Dry	Failed to Yield ROW
61	5/14/2016	Sat	9:30 PM	0	0	\$1,000	Right Turn	Night	Dry	Hit and Run
62	5/15/2016	Sun	6:40 PM	0	1	\$50	Rear End	Day	Dry	Unknown
63	5/20/2016	Fri	1:10 PM	0	0	\$2,000	Sideswipe	Day	Wet	Improper Lane Change
64	5/23/2016	Mon	3:00 PM	0	1	\$300	Rear End	Day	Dry	Followed Too Closely
65	5/29/2016	Sun	2:00 AM	0	1	\$3,000	Off Road	Night	Dry	Careless Driving
66	5/31/2016	Tue	12:24 PM	0	1	\$10,000	Rear End	Day	Dry	Careless Driving
67	6/1/2016	Wed	12:50 PM	0	0	\$4,000	Left Turn	Day	Dry	Unknown
68	6/1/2016	Wed	3:50 PM	0	0	\$3,500	Rear End	Day	Dry	Hit and Run
69	6/6/2016	Mon	5:50 AM	0	1	\$800	Rear End	Night	Wet	Careless Driving
70	6/8/2016	Wed	9:10 AM	0	0	\$10,000	Left Turn	Day	Dry	Failed to Yield ROW
71	6/11/2016	Sat	12:15 AM	0	1	\$1,000	Left Turn	Night	Dry	Failed to Yield ROW
72	6/11/2016	Sat	2:00 PM	0	1	\$1,300	Rear End	Day	Dry	Careless Driving
TOTAL				0	13	\$104,200				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	13	11	9	0	2	6	3	2	1	1	0
PERCENT	0%	54%	46%	38%	0%	8%	25%	13%	8%	4%	4%	0%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	16	8	5	19	0	2	0	8	1	7	0	6
PERCENT	67%	33%	21%	79%	0%	8%	0%	33%	4%	29%	0%	25%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
73	6/11/2016	Sat	6:15 PM	0	0	\$2,500	Left Turn	Day	Dry	Failed to Yield ROW
74	6/15/2016	Wed	5:10 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving
75	6/18/2016	Sat	12:30 PM	0	0	\$1,100	Sideswipe	Day	Dry	Unknown
76	6/18/2016	Sat	4:25 PM	0	0	\$5,000	Rear End	Night	Wet	Followed Too Closely
77	6/18/2016	Sat	10:15 PM	0	0	\$8,000	Rear End	Night	Wet	Followed Too Closely
78	7/14/2016	Thu	7:20 AM	0	0	\$8,000	Right Turn	Day	Dry	Failed to Yield ROW
79	7/16/2016	Sat	3:12 AM	0	0	\$13,000	Rear End	Night	Dry	Careless Driving
80	7/17/2016	Sun	2:20 AM	0	1	\$7,000	Sideswipe	Night	Dry	Hit and Run
81	7/21/2016	Thu	3:00 PM	0	0	\$1,800	Sideswipe	Day	Dry	Improper Lane Change
82	7/21/2016	Thu	7:55 PM	0	1	\$18,000	Left Turn	Night	Dry	Obstruction in Roadway
83	7/22/2016	Fri	9:00 PM	0	0	\$10,000	Left Turn	Night	Dry	Disregarded Control Devices
84	7/26/2016	Tue	3:15 PM	0	0	\$2,000	Sideswipe	Day	Dry	Hit and Run
85	7/28/2016	Thu	7:15 PM	0	0	\$15,000	Sideswipe	Night	Dry	Failed to Yield ROW
86	7/30/2016	Sat	3:10 PM	0	0	\$3,600	Rear End	Day	Dry	Unknown
87	8/4/2016	Thu	1:45 PM	0	0	\$0	Rear End	Day	Dry	Careless Driving
88	8/7/2016	Sun	2:42 PM	0	1	\$2,500	Rear End	Day	Dry	Hit and Run
89	8/8/2016	Mon	8:20 AM	0	0	\$400	Sideswipe	Day	Dry	Careless Driving
90	8/9/2016	Tue	12:55 PM	0	0	\$10,000	Left Turn	Day	Dry	Failed to Yield ROW
91	8/15/2016	Mon	6:30 AM	0	0	\$13,000	Rear End	Night	Dry	Careless Driving
92	8/18/2016	Thu	8:40 PM	0	1	\$4,500	Sideswipe	Night	Dry	Improper Lane Change
93	8/19/2016	Fri	3:08 PM	0	0	\$350	Rear End	Day	Dry	Careless Driving
94	8/21/2016	Sun	2:39 PM	0	0	\$200	Sideswipe	Day	Dry	Hit and Run
95	8/21/2016	Sun	4:00 PM	0	1	\$1,500	Sideswipe	Day	Dry	Careless Driving
96	8/24/2016	Wed	4:40 PM	0	0	\$1,000	Rear End	Day	Dry	Hit and Run
TOTAL				0	5	\$130,450				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	5	19	10	0	0	4	1	9	0	0	0
PERCENT	0%	21%	79%	42%	0%	0%	17%	4%	38%	0%	0%	0%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	15	9	2	22	0	2	0	7	2	4	1	8
PERCENT	63%	38%	8%	92%	0%	8%	0%	29%	8%	17%	4%	33%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
97	8/24/2016	Wed	5:27 PM	0	0	\$4,000	Rear End	Day	Dry	Careless Driving		
98	8/27/2016	Sat	11:40 AM	0	1	\$1,500	Rear End	Day	Wet	Followed Too Closely		
99	8/28/2016	Sun	1:39 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving		
100	9/1/2016	Thu	6:00 PM	0	0	\$49	Rear End	Day	Wet	Unknown		
101	9/4/2016	Sun	2:20 PM	0	1	\$7,500	Rear End	Day	Dry	Careless Driving		
102	9/4/2016	Sun	2:24 PM	0	0	\$3,000	Rear End	Day	Wet	Careless Driving		
103	9/4/2016	Sun	5:45 PM	0	0	\$1,500	Left Turn	Day	Dry	Failed to Yield ROW		
104	9/18/2016	Sun	3:03 PM	0	0	\$4,000	Rear End	Day	Dry	Careless Driving		
105	9/19/2016	Mon	12:00 AM	0	0	\$2,100	Off Road	Night	Dry	DUI		
106	9/22/2016	Thu	10:40 PM	0	0	\$700	Rear End	Night	Dry	Careless Driving		
107	9/24/2016	Sat	5:45 PM	0	0	\$7,000	Left Turn	Day	Dry	Failed to Yield ROW		
108	9/24/2016	Sat	8:05 PM	0	3	\$11,000	Left Turn	Night	Dry	Failed to Yield ROW		
109	9/27/2016	Tue	8:00 PM	0	1	\$11,000	Left Turn	Night	Dry	Careless Driving		
110	10/2/2016	Sun	12:03 AM	0	0	\$2,500	Sideswipe	Night	Dry	Careless Driving		
111	10/5/2016	Wed	10:00 PM	0	0	\$3,000	Left Turn	Night	Wet	Failed to Yield ROW		
112	10/8/2016	Sat	1:37 PM	0	0	\$5,000	Angle	Day	Dry	Failed to Yield ROW		
113	10/14/2016	Fri	1:35 PM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving		
114	10/15/2016	Sat	3:45 AM	0	0	\$3,000	Left Turn	Night	Dry	Unknown		
115	10/15/2016	Sat	12:15 PM	0	1	\$13,500	Left Turn	Day	Dry	Failed to Yield ROW		
116	10/15/2016	Sat	3:20 PM	0	2	\$7,000	Left Turn	Day	Dry	Disregarded Control Devices		
117	10/22/2016	Sat	12:39 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving		
118	10/28/2016	Fri	7:30 PM	0	0	\$18,000	Left Turn	Night	Dry	Failed to Yield ROW		
119	11/1/2016	Tue	4:50 PM	0	0	\$0	Rear End	Day	Dry	Careless Driving		
120	11/2/2016	Wed	2:16 PM	0	0	\$1,300	Rear End	Day	Dry	Careless Driving		
TOTAL				0	9	\$111,149						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	6	18	12	0	1	9	0	1	1	0	0
PERCENT	0%	25%	75%	50%	0%	4%	38%	0%	4%	4%	0%	0%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	16	8	4	20	0	1	1	12	0	7	1	2
PERCENT	67%	33%	17%	83%	0%	4%	4%	50%	0%	29%	4%	8%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
121	11/3/2016	Thu	7:42 AM	0	3	\$5,000	Left Turn	Day	Dry	Failed to Yield ROW
122	11/3/2016	Thu	3:10 PM	0	1	\$7,500	Left Turn	Day	Dry	Failed to Yield ROW
123	11/5/2016	Sat	12:57 PM	0	0	\$9,500	Rear End	Day	Dry	Followed Too Closely
124	11/5/2016	Sat	9:20 PM	0	0	\$1,600	Left Turn	Night	Dry	Failed to Yield ROW
125	11/7/2016	Mon	6:30 PM	0	1	\$6,300	Rear End	Night	Dry	Unknown
126	11/8/2016	Tue	12:30 PM	0	0	\$500	Sideswipe	Day	Dry	Hit and Run
127	11/8/2016	Tue	6:20 PM	0	1	\$3,500	Sideswipe	Night	Dry	Improper Lane Change
128	11/10/2016	Thu	4:52 AM	0	1	\$8,000	Angle	Night	Dry	Disregarded Control Devices
129	11/10/2016	Thu	3:34 PM	0	2	\$1,500	Left Turn	Day	Dry	Failed to Yield ROW
130	11/13/2016	Sun	12:07 PM	0	4	\$10,000	Left Turn	Day	Dry	Disregarded Control Devices
131	11/14/2016	Mon	1:50 AM	0	0	\$5,000	Rear End	Night	Dry	DUI
132	11/14/2016	Mon	5:00 PM	0	1	\$2,000	Rear End	Day	Dry	Careless Driving
133	11/15/2016	Tue	2:30 PM	0	0	\$4,500	Rear End	Day	Dry	Careless Driving
134	11/15/2016	Tue	4:30 PM	0	0	\$3,000	Other	Day	Dry	Wrong Side of Wrong Way
135	11/16/2016	Wed	10:30 AM	0	1	\$1,000	Pedestrian	Day	Dry	Careless Driving
136	11/16/2016	Wed	8:50 PM	0	0	\$1,700	Rear End	Night	Dry	Followed Too Closely
137	11/21/2016	Mon	1:40 PM	0	1	\$2,000	Off Road	Day	Dry	Careless Driving
138	11/22/2016	Tue	12:25 PM	0	2	\$6,000	Rear End	Day	Dry	Careless Driving
139	11/23/2016	Wed	3:00 PM	0	1	\$500	Bicycle	Day	Dry	Failed to Yield ROW
140	11/26/2016	Sat	4:40 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
141	11/30/2016	Wed	1:45 PM	0	0	\$6,500	Left Turn	Day	Dry	Failed to Yield ROW
142	12/2/2016	Fri	9:00 PM	0	1	\$4,000	Sideswipe	Night	Dry	Unknown
143	12/3/2016	Sat	4:57 PM	0	0	\$2,500	Rear End	Day	Dry	Careless Driving
144	12/4/2016	Sun	1:17 PM	0	0	\$3,500	Rear End	Day	Dry	Careless Driving
TOTAL				0	20	\$96,600				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	13	11	10	0	1	6	0	3	1	2	1
PERCENT	0%	54%	46%	42%	0%	4%	25%	0%	13%	4%	8%	4%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	17	7	0	24	0	2	1	8	1	6	2	4
PERCENT	71%	29%	0%	100%	0%	8%	4%	33%	4%	25%	8%	17%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
145	12/5/2016	Mon	11:15 AM	0	2	\$27,000	Angle	Day	Dry	DUI
146	12/6/2016	Tue	11:26 AM	0	1	\$2,300	Rear End	Day	Dry	Careless Driving
147	12/16/2016	Fri	7:46 PM	0	1	\$1,000	Rear End	Night	Dry	Careless Driving
148	12/17/2016	Sat	12:00 AM	0	1	\$500	Sideswipe	Night	Dry	Hit and Run
149	12/18/2016	Sun	7:00 PM	0	2	\$8,000	Left Turn	Night	Dry	Failed to Yield ROW
150	12/18/2016	Sun	7:30 PM	0	1	\$1,300	Rear End	Night	Wet	Followed Too Closely
151	12/19/2016	Mon	7:49 AM	0	0	\$4,000	Head On	Day	Dry	Unknown
152	12/21/2016	Wed	1:54 PM	0	2	\$4,850	Rear End	Day	Dry	Careless Driving
153	12/21/2016	Wed	2:15 PM	0	0	\$2,500	Rear End	Day	Dry	Careless Driving
154	12/22/2016	Thu	5:00 PM	0	0	\$5,000	Sideswipe	Night	Dry	Hit and Run
155	12/22/2016	Thu	7:30 PM	0	0	\$2,000	Rear End	Night	Dry	Hit and Run
156	12/22/2016	Thu	10:47 PM	0	0	\$16,000	Other	Night	Dry	Failed to Yield ROW
157	12/24/2016	Sat	1:30 PM	0	0	\$2,500	Rear End	Day	Dry	Hit and Run
158	12/30/2016	Fri	2:13 PM	0	0	\$250	Sideswipe	Day	Dry	Careless Driving
159	12/31/2016	Sat	10:54 AM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving
160	12/31/2016	Sat	12:09 PM	0	0	\$2,500	Rear End	Day	Dry	Hit and Run
161	12/31/2016	Sat	6:20 PM	0	0	\$2,000	Rear End	Night	Dry	Careless Driving
162	1/6/2017	Fri	6:37 PM	0	1	\$6,000	Left Turn	Night	Dry	Failed to Yield ROW
163	1/8/2017	Sun	10:00 PM	0	1	\$5,500	Right Turn	Night	Dry	Failed to Yield ROW
164	1/14/2017	Sat	2:35 PM	0	0	\$3,000	Sideswipe	Day	Dry	Unknown
165	1/15/2017	Sun	7:00 PM	0	3	\$8,300	Rear End	Night	Dry	Careless Driving
166	1/18/2017	Wed	12:00 PM	0	1	\$6,000	Left Turn	Day	Dry	Failed to Yield ROW
167	1/20/2017	Fri	10:50 AM	0	0	\$100	Off Road	Day	Dry	Careless Driving
168	1/20/2017	Fri	12:50 PM	0	1	\$10,000	Left Turn	Day	Dry	Unknown
TOTAL				0	17	\$122,600				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	12	12	11	1	1	4	1	4	1	0	1
PERCENT	0%	50%	50%	46%	4%	4%	17%	4%	17%	4%	0%	4%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	13	11	1	23	0	1	1	9	0	5	0	8
PERCENT	54%	46%	4%	96%	0%	4%	4%	38%	0%	21%	0%	33%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
169	1/20/2017	Fri	3:00 PM	0	1	\$20,000	Left Turn	Day	Dry	Failed to Yield ROW
170	1/24/2017	Tue	4:51 PM	0	2	\$12,000	Rear End	Day	Dry	Careless Driving
171	1/25/2017	Wed	4:55 PM	0	1	\$15,000	Angle	Day	Dry	Disregarded Control Devices
172	1/28/2017	Sat	6:30 PM	0	0	\$1,000	Rear End	Night	Dry	Hit and Run
173	1/29/2017	Sun	6:27 PM	0	1	\$7,000	Left Turn	Night	Dry	Failed to Yield ROW
174	1/31/2017	Tue	8:50 AM	0	0	\$5,000	Rear End	Day	Dry	Careless Driving
175	2/9/2017	Thu	3:40 PM	0	1	\$150	Rear End	Day	Dry	Hit and Run
176	2/9/2017	Thu	9:24 PM	0	0	\$2,000	Rear End	Night	Dry	Hit and Run
177	2/11/2017	Sat	5:20 PM	0	1	\$7,000	Sideswipe	Day	Dry	Improper Lane Change
178	2/14/2017	Tue	5:14 PM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving
179	2/15/2017	Wed	5:04 PM	0	0	\$3,000	Sideswipe	Day	Dry	Improper Lane Change
180	2/18/2017	Sat	3:00 PM	0	0	\$2,000	Rear End	Day	Wet	Unknown
181	2/21/2017	Tue	12:12 PM	0	0	\$900	Rear End	Day	Dry	Careless Driving
182	2/22/2017	Wed	9:50 AM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving
183	2/28/2017	Tue	8:30 AM	0	0	\$2,000	Sideswipe	Day	Dry	Unknown
184	3/1/2017	Wed	4:13 PM	0	0	\$6,000	Rear End	Day	Dry	Careless Driving
185	3/3/2017	Fri	6:25 PM	0	0	\$5,000	Rear End	Night	Dry	Careless Driving
186	3/5/2017	Sun	8:45 AM	0	0	\$4,000	Rear End	Day	Dry	Careless Driving
187	3/10/2017	Fri	7:15 AM	0	1	\$4,000	Left Turn	Day	Dry	Failed to Yield ROW
188	3/12/2017	Sun	10:18 PM	0	1	\$12,000	Left Turn	Night	Dry	Unknown
189	3/16/2017	Thu	2:51 PM	0	0	\$525	Sideswipe	Day	Dry	Unknown
190	3/17/2017	Fri	8:00 AM	0	0	\$2,000	Sideswipe	Day	Dry	Improper Lane Change
191	3/17/2017	Fri	3:14 PM	0	1	\$5,500	Left Turn	Day	Dry	Failed to Yield ROW
192	3/19/2017	Sun	1:00 PM	0	1	\$2,000	Rear End	Day	Dry	Followed Too Closely
TOTAL				0	11	\$122,575				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	10	14	13	0	1	5	0	5	0	0	0
PERCENT	0%	42%	58%	54%	0%	4%	21%	0%	21%	0%	0%	0%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	19	5	1	23	0	1	0	8	3	4	1	7
PERCENT	79%	21%	4%	96%	0%	4%	0%	33%	13%	17%	4%	29%

Total Vehicles Entering/ADT: _____ Collision Rate: _____ PER M.E.V. _____

COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
193	3/22/2017	Wed	8:40 AM	0	0	\$100	Sideswipe	Day	Dry	Hit and Run		
194	3/23/2017	Thu	5:19 PM	0	0	\$2,300	Left Turn	Day	Dry	Hit and Run		
195	3/25/2017	Sat	2:05 AM	0	0	\$13,000	Right Turn	Day	Dry	Disregarded Control Devices		
196	3/25/2017	Sat	9:25 PM	0	0	\$2,000	Rollover	Night	Dry	DUI		
197	3/27/2017	Mon	7:10 AM	0	0	\$4,500	Rear End	Day	Dry	Careless Driving		
198	3/27/2017	Mon	10:27 PM	0	0	\$4,500	Rear End	Night	Dry	Careless Driving		
199	3/29/2017	Wed	5:50 AM	0	1	\$600	Rear End	Night	Dry	Followed Too Closely		
200	4/4/2017	Tue	7:22 AM	0	0	\$17,000	Left Turn	Night	Wet	Careless Driving		
201	4/5/2017	Wed	4:20 PM	0	0	\$3,500	Sideswipe	Day	Dry	Improper Lane Change		
202	4/9/2017	Sun	9:23 AM	0	0	\$10,000	Rear End	Day	Dry	Careless Driving		
203	4/14/2017	Fri	8:05 PM	0	0	\$10,200	Rear End	Night	Dry	Followed Too Closely		
204	4/23/2017	Sun	11:54 PM	0	0	\$1,100	Off Road	Night	Dry	Disregarded Control Devices		
205	4/25/2017	Tue	5:33 PM	0	0	\$3,200	Left Turn	Day	Dry	Improper Turn		
206	4/25/2017	Tue	5:41 PM	0	1	\$2,000	Rear End	Day	Dry	Careless Driving		
207	4/28/2017	Fri	10:35 PM	0	1	\$100	Rear End	Night	Dry	Careless Driving		
208	5/3/2017	Wed	7:59 AM	0	4	\$6,500	Left Turn	Day	Dry	Failed to Yield ROW		
209	5/4/2017	Thu	10:58 AM	0	0	\$2,200	Sideswipe	Day	Dry	Improper Lane Change		
210	5/9/2017	Tue	3:38 PM	0	0	\$3,000	Angle	Day	Dry	Failed to Yield ROW		
211	5/10/2017	Wed	1:40 PM	0	0	\$2,100	Rear End	Day	Dry	Careless Driving		
212	5/16/2017	Tue	12:19 AM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving		
213	5/17/2017	Wed	3:08 PM	0	0	\$10,000	Left Turn	Day	Dry	Failed to Yield ROW		
214	5/17/2017	Wed	4:22 PM	0	1	\$2,000	Sideswipe	Day	Dry	Unknown		
215	5/21/2017	Sun	9:27 PM	0	2	\$8,000	Rear End	Night	Wet	Careless Driving		
216	5/25/2017	Thu	1:37 PM	0	1	\$9,000	Rear End	Day	Dry	Careless Driving		
TOTAL				0	11	\$118,400						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	7	17	11	0	1	5	1	4	1	0	1
PERCENT	0%	29%	71%	46%	0%	4%	21%	4%	17%	4%	0%	4%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	16	8	2	22	0	2	1	10	2	3	2	4
PERCENT	67%	33%	8%	92%	0%	8%	4%	42%	8%	13%	8%	17%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
217	5/25/2017	Thu	2:54 PM	0	1	\$4,000	Rear End	Day	Dry	Careless Driving
218	5/27/2017	Sat	10:57 AM	0	0	\$1,500	Other	Day	Dry	Improper Backing
219	5/30/2017	Tue	2:12 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
220	5/30/2017	Tue	6:02 PM	0	0	\$100	Rear End	Day	Dry	Careless Driving
221	6/1/2017	Thu	4:57 PM	0	1	\$0	Rear End	Day	Wet	Careless Driving
222	6/2/2017	Fri	10:45 AM	0	1	\$8,500	Rear End	Day	Dry	Careless Driving
223	6/2/2017	Fri	2:58 PM	0	0	\$2,500	Sideswipe	Day	Wet	Unknown
224	6/3/2017	Sat	4:46 PM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving
225	6/4/2017	Sun	2:47 PM	0	0	\$6,000	Left Turn	Day	Dry	Failed to Yield ROW
226	6/5/2017	Mon	5:15 PM	0	1	\$10,000	Angle	Day	Dry	Failed to Yield ROW
227	6/6/2017	Tue	2:15 PM	0	0	\$15,000	Off Road	Day	Wet	Hit and Run
228	6/7/2017	Wed	1:44 PM	0	0	\$4,500	Sideswipe	Day	Wet	Failed to Yield ROW
229	6/7/2017	Wed	2:50 PM	0	0	\$6,000	Rear End	Day	Wet	Driving Too Fast For Conditions
230	6/13/2017	Tue	8:14 AM	0	0	\$1,510	Rear End	Day	Dry	Hit and Run
231	6/19/2017	Mon	12:52 PM	0	0	\$2,000	Rear End	Day	Wet	Improper Lane Change
232	6/20/2017	Tue	8:00 AM	0	0	\$2,000	Rear End	Day	Dry	Unknown
233	6/21/2017	Wed	5:45 PM	0	0	\$2,700	Right Turn	Day	Dry	Failed to Yield ROW
234	6/29/2017	Thu	9:00 PM	0	0	\$3,000	Rear End	Night	Wet	Careless Driving
235	6/30/2017	Fri	12:25 AM	0	1	\$10,000	Left Turn	Night	Wet	DUI
236	6/30/2017	Fri	1:00 AM	0	0	\$2,000	Rear End	Night	Wet	Hit and Run
237	7/8/2017	Sat	9:40 PM	0	0	\$4,000	Rear End	Night	Dry	Hit and Run
238	7/13/2017	Thu	1:51 AM	0	1	\$4,000	Off Road	Night	Dry	Unknown
239	7/14/2017	Fri	7:50 PM	0	1	\$15,000	Left Turn	Night	Dry	Failed to Yield ROW
240	7/17/2017	Mon	6:45 PM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving
TOTAL				0	7	\$108,310				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	7	17	14	0	1	3	1	2	2	0	1
PERCENT	0%	29%	71%	58%	0%	4%	13%	4%	8%	8%	0%	4%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	18	6	9	15	0	0	1	8	1	5	0	9
PERCENT	75%	25%	38%	63%	0%	0%	4%	33%	4%	21%	0%	38%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
241	7/22/2017	Sat	8:45 AM	0	2	\$10,500	Left Turn	Day	Dry	Unknown
242	7/24/2017	Mon	3:43 PM	0	0	\$2,000	Sideswipe	Day	Dry	Improper Lane Change
243	7/24/2017	Mon	5:19 PM	0	1	\$3,000	Rear End	Day	Dry	Careless Driving
244	7/27/2017	Thu	3:57 PM	0	0	\$7,000	Angle	Day	Wet	Followed Too Closely
245	7/31/2017	Mon	2:05 PM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving
246	8/4/2017	Fri	11:16 AM	0	0	\$2,500	Rear End	Day	Dry	Careless Driving
247	8/5/2017	Sat	8:42 AM	0	1	\$9,000	Sideswipe	Day	Dry	Careless Driving
248	8/5/2017	Sat	8:30 PM	0	0	\$8,500	Off Road	Night	Dry	Careless Driving
249	8/6/2017	Sun	10:55 PM	0	1	\$10,000	Left Turn	Night	Wet	Failed to Yield ROW
250	8/6/2017	Sun	10:55 PM	0	0	\$4,000	Angle	Night	Wet	Careless Driving
251	8/9/2017	Wed	3:53 AM	0	4	\$9,000	Left Turn	Night	Wet	Unknown
252	8/12/2017	Sat	11:20 AM	0	0	\$1,050	Right Turn	Day	Dry	Failed to Yield ROW
253	8/13/2017	Sun	4:50 PM	0	1	\$2,500	Angle	Day	Dry	Failed to Yield ROW
254	8/16/2017	Wed	4:25 PM	0	1	\$5,000	Rear End	Day	Dry	Careless Driving
255	8/21/2017	Mon	6:29 AM	0	0	\$4,000	Rear End	Night	Dry	Careless Driving
256	8/25/2017	Fri	2:50 PM	0	0	\$1,000	Rear End	Day	Dry	Followed Too Closely
257	8/28/2017	Mon	6:32 AM	0	2	\$500	Rear End	Night	Wet	Hit and Run
258	9/1/2017	Fri	7:35 PM	0	0	\$1,000	Rear End	Night	Dry	Unknown
259	9/2/2017	Sat	11:45 AM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving
260	9/2/2017	Sat	12:30 PM	0	0	\$5,500	Rear End	Day	Dry	Careless Driving
261	9/3/2017	Sun	12:54 AM	0	1	\$10,000	Left Turn	Night	Dry	Unknown
262	9/6/2017	Wed	1:30 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
263	9/9/2017	Sat	3:03 PM	0	1	\$1,000	Rear End	Day	Dry	Careless Driving
264	9/13/2017	Wed	8:29 PM	0	1	\$5,500	Left Turn	Night	Dry	Failed to Yield ROW
TOTAL				0	16	\$109,550				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	11	13	12	0	3	5	1	2	1	0	0
PERCENT	0%	46%	54%	50%	0%	13%	21%	4%	8%	4%	0%	0%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	15	9	5	19	0	2	0	12	1	4	0	5
PERCENT	63%	38%	21%	79%	0%	8%	0%	50%	4%	17%	0%	21%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
265	9/15/2017	Fri	2:54 PM	0	0	\$3,500	Rear End	Day	Dry	Careless Driving
266	9/15/2017	Fri	3:15 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
267	9/17/2017	Sun	4:43 PM	0	0	\$2,700	Right Turn	Day	Dry	Failed to Yield ROW
268	9/18/2017	Mon	11:10 PM	0	0	\$13,000	Rear End	Night	Dry	Followed Too Closely
269	9/20/2017	Wed	12:14 PM	0	2	\$11,000	Left Turn	Day	Dry	Failed to Yield ROW
270	9/21/2017	Thu	6:10 AM	0	2	\$8,000	Rear End	Night	Dry	Careless Driving
271	9/21/2017	Thu	11:50 AM	0	0	\$9,000	Rear End	Day	Dry	Careless Driving
272	9/25/2017	Mon	11:15 AM	0	1	\$150	Bicycle	Day	Dry	Failed to Yield ROW
273	9/26/2017	Tue	10:50 PM	0	0	\$15,000	Left Turn	Night	Dry	Unknown
274	9/27/2017	Wed	2:38 PM	0	2	\$22,000	Angle	Day	Dry	Careless Driving
275	9/27/2017	Wed	4:02 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving
276	9/29/2017	Fri	2:23 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving
277	10/4/2017	Wed	1:56 PM	0	1	\$5,000	Rear End	Day	Dry	Followed Too Closely
278	10/5/2017	Thu	6:30 AM	0	1	\$10,000	Left Turn	Night	Wet	Failed to Yield ROW
279	10/5/2017	Thu	12:10 PM	0	1	\$13,500	Left Turn	Day	Dry	Failed to Yield ROW
280	10/5/2017	Thu	4:18 PM	0	0	\$800	Rear End	Day	Wet	Followed Too Closely
281	10/5/2017	Thu	9:15 PM	0	1	\$25,000	Left Turn	Night	Dry	Unknown
282	10/6/2017	Fri	5:45 AM	0	1	\$7,000	Rear End	Night	Dry	Careless Driving
283	10/7/2017	Sat	7:30 PM	0	0	\$500	Other	Night	Dry	Unknown
284	10/8/2017	Sun	9:00 AM	0	2	\$6,500	Rear End	Day	Dry	Careless Driving
285	10/9/2017	Mon	12:00 PM	0	1	\$250	Rear End	Day	Dry	Hit and Run
286	10/9/2017	Mon	12:15 PM	0	0	\$3,000	Sideswipe	Day	Dry	Improper Lane Change
287	10/9/2017	Mon	3:29 PM	0	0	\$8,000	Sideswipe	Day	Dry	Failed to Yield ROW
288	10/12/2017	Thu	5:38 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
TOTAL				0	15	\$169,900				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	11	13	13	0	1	5	1	2	0	1	1
PERCENT	0%	46%	54%	54%	0%	4%	21%	4%	8%	0%	4%	4%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	17	7	2	22	0	3	0	10	1	6	0	4
PERCENT	71%	29%	8%	92%	0%	13%	0%	42%	4%	25%	0%	17%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
289	10/12/2017	Thu	6:30 PM	0	1	\$5,000	Angle	Night	Dry	Hit and Run
290	10/12/2017	Thu	7:37 PM	0	1	\$0	Pedestrian	Night	Dry	Failed to Yield ROW
291	10/16/2017	Mon	4:34 PM	0	1	\$0	Rear End	Day	Dry	Unknown
292	10/16/2017	Mon	8:58 PM	0	0	\$4,000	Rear End	Night	Wet	Hit and Run
293	10/17/2017	Tue	4:12 PM	0	0	\$5,000	Rear End	Day	Dry	Careless Driving
294	10/17/2017	Tue	5:15 PM	0	0	\$1,000	Sideswipe	Day	Dry	Careless Driving
295	10/21/2017	Sat	1:36 PM	0	0	\$5,600	Rear End	Day	Dry	Careless Driving
296	10/21/2017	Sat	9:00 PM	0	0	\$200	Off Road	Night	Dry	Unknown
297	10/23/2017	Mon	8:15 PM	0	0	\$500	Rear End	Night	Wet	Hit and Run
298	10/24/2017	Tue	3:25 PM	0	0	\$3,000	Left Turn	Day	Dry	Failed to Yield ROW
299	10/26/2017	Thu	11:33 AM	0	0	\$800	Right Turn	Day	Dry	Failed to Yield ROW
300	10/28/2017	Sat	3:10 PM	0	1	\$1,400	Rear End	Day	Dry	Careless Driving
301	10/28/2017	Sat	4:42 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
302	10/29/2017	Sun	3:00 AM	0	0	\$5,000	Sideswipe	Night	Dry	Hit and Run
303	10/29/2017	Sun	12:53 PM	0	1	\$3,000	Sideswipe	Day	Dry	Failed to Yield ROW
304	10/29/2017	Sun	4:35 PM	0	1	\$2,000	Rear End	Day	Dry	Hit and Run
305	10/30/2017	Mon	5:55 PM	0	1	\$200	Rear End	Night	Dry	Followed Too Closely
306	10/31/2017	Tue	3:50 PM	0	1	\$1,000	Rear End	Day	Dry	Careless Driving
307	11/4/2017	Sat	4:08 PM	0	1	\$20,000	Left Turn	Day	Dry	Failed to Yield ROW
308	11/6/2017	Mon	12:00 AM	0	0	\$4,500	Off Road	Day	Dry	Careless Driving
309	11/6/2017	Mon	6:20 PM	0	0	\$1,000	Rear End	Night	Dry	Careless Driving
310	11/10/2017	Fri	12:00 PM	0	0	\$3,000	Sideswipe	Day	Dry	Careless Driving
311	11/10/2017	Fri	12:35 PM	0	0	\$3,000	Right Turn	Day	Dry	Failed to Yield ROW
312	11/10/2017	Fri	7:28 PM	0	1	\$4,500	Rear End	Night	Dry	Careless Driving
TOTAL				0	10	\$74,700				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	10	14	12	0	1	2	2	4	2	1	0
PERCENT	0%	42%	58%	50%	0%	4%	8%	8%	17%	8%	4%	0%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	15	9	2	22	0	1	0	10	0	6	0	7
PERCENT	63%	38%	8%	92%	0%	4%	0%	42%	0%	25%	0%	29%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
313	11/12/2017	Sun	5:27 PM	0	0	\$1,100	Rear End	Night	Dry	Careless Driving		
314	11/14/2017	Tue	7:31 AM	0	1	\$3,000	Angle	Day	Dry	Careless Driving		
315	11/16/2017	Thu	8:29 AM	0	0	\$1,100	Angle	Day	Dry	Failed to Yield ROW		
316	11/17/2017	Fri	2:40 PM	0	0	\$500	Rear End	Day	Dry	Hit and Run		
317	11/19/2017	Sun	4:59 PM	0	1	\$3,000	Rear End	Night	Dry	Careless Driving		
318	11/23/2017	Thu	5:56 AM	0	1	\$10,750	Off Road	Night	Wet	Unknown		
319	11/24/2017	Fri	4:55 PM	0	0	\$2,500	Rear End	Day	Dry	Careless Driving		
320	11/24/2017	Fri	5:35 PM	0	0	\$1,750	Rear End	Night	Dry	Careless Driving		
321	11/26/2017	Sun	2:00 PM	0	1	\$8,000	Right Turn	Day	Dry	Careless Driving		
322	11/29/2017	Wed	5:13 PM	0	1	\$4,000	Rear End	Night	Dry	Followed Too Closely		
323	11/30/2017	Thu	2:45 PM	0	1	\$5,500	Rear End	Day	Dry	Careless Driving		
324	11/30/2017	Thu	8:33 PM	0	0	\$5,000	Head On	Night	Dry	Hit and Run		
325	12/1/2017	Fri	1:56 PM	0	0	\$6,000	Left Turn	Day	Dry	Improper Lane Change		
326	12/1/2017	Fri	2:42 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving		
327	12/1/2017	Fri	7:20 PM	0	1	\$10,000	Left Turn	Night	Dry	Failed to Yield ROW		
328	12/3/2017	Sun	4:23 PM	0	1	\$1,600	Rear End	Day	Dry	Careless Driving		
329	12/6/2017	Wed	7:46 AM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving		
330	12/6/2017	Wed	8:50 PM	0	0	\$3,000	Rear End	Night	Dry	Careless Driving		
331	12/7/2017	Thu	11:55 AM	0	2	\$2,800	Angle	Day	Wet	Failed to Yield ROW		
332	12/10/2017	Sun	1:15 PM	0	0	\$4,500	Left Turn	Day	Dry	Failed to Yield ROW		
333	12/10/2017	Sun	8:00 PM	0	0	\$13,000	Left Turn	Night	Dry	Disregarded Control Devices		
334	12/11/2017	Mon	2:45 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving		
335	12/11/2017	Mon	6:00 PM	0	1	\$0	Pedestrian	Night	Dry	Failed to Yield ROW		
336	12/14/2017	Thu	9:28 AM	0	0	\$5,000	Rear End	Day	Dry	Careless Driving		
TOTAL				0	11	\$96,600						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	10	14	13	1	3	4	1	0	1	1	0
PERCENT	0%	42%	58%	54%	4%	13%	17%	4%	0%	4%	4%	0%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	14	10	2	22	0	1	0	13	1	5	1	3
PERCENT	58%	42%	8%	92%	0%	4%	0%	54%	4%	21%	4%	13%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
337	12/14/2017	Thu	4:25 PM	0	0	\$6,000	Rear End	Night	Dry	Careless Driving
338	12/15/2017	Fri	7:43 AM	0	0	\$2,000	Other	Day	Wet	Too Fast For Conditions
339	12/15/2017	Fri	10:30 AM	0	0	\$200	Rear End	Day	Dry	Careless Driving
340	12/15/2017	Fri	11:13 AM	0	0	\$700	Rear End	Day	Dry	Careless Driving
341	12/16/2017	Sat	12:05 PM	0	1	\$8,000	Sideswipe	Day	Dry	Improper Lane Change
342	12/18/2017	Mon	11:45 AM	0	0	\$2,100	Sideswipe	Day	Dry	Careless Driving
343	12/18/2017	Mon	6:00 PM	0	0	\$1,000	Rear End	Night	Dry	Hit and Run
344	12/19/2017	Tue	3:45 PM	0	0	\$1,150	Rear End	Day	Dry	Careless Driving
345	12/22/2017	Fri	6:40 PM	0	0	\$3,000	Rear End	Night	Dry	Hit and Run
346	12/24/2017	Sun	2:49 PM	0	0	\$20,000	Left Turn	Day	Dry	Disregarded Control Devices
347	12/27/2017	Wed	2:55 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
348	12/29/2017	Fri	10:25 PM	0	0	\$5,000	Rollover	Night	Dry	DUI
349	1/2/2018	Tue	5:00 PM	0	0	\$300	Rear End	Night	Dry	Hit and Run
350	1/3/2018	Wed	6:10 PM	0	0	\$100	Rear End	Night	Dry	Followed Too Closely
351	1/3/2018	Wed	6:43 PM	0	1	\$6,000	Head On	Night	Dry	Failed to Yield ROW
352	1/4/2018	Thu	3:00 PM	0	0	\$20,000	Off Road	Day	Dry	Careless Driving
353	1/6/2018	Sat	12:12 PM	0	0	\$7,000	Rear End	Day	Dry	Careless Driving
354	1/8/2018	Mon	6:10 AM	0	0	\$6,000	Rear End	Night	Dry	Careless Driving
355	1/10/2018	Wed	1:10 PM	0	0	\$1,200	Sideswipe	Day	Dry	Failed to Yield ROW
356	1/12/2018	Fri	1:00 PM	0	0	\$1,800	Left Turn	Day	Dry	Failed to Yield ROW
357	1/15/2018	Mon	4:48 PM	0	0	\$1,000	Sideswipe	Day	Dry	Hit and Run
358	1/15/2018	Mon	6:54 PM	0	1	\$1,500	Rear End	Night	Dry	Followed Too Closely
359	1/17/2018	Wed	6:15 PM	0	0	\$2,100	Rear End	Night	Dry	Careless Driving
360	1/18/2018	Thu	7:00 PM	0	0	\$2,500	Rear End	Night	Dry	Careless Driving
TOTAL				0	3	\$99,650				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	3	21	14	1	0	2	0	4	1	0	2
PERCENT	0%	13%	88%	58%	4%	0%	8%	0%	17%	4%	0%	8%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	13	11	1	23	0	2	1	11	1	3	1	5
PERCENT	54%	46%	4%	96%	0%	8%	4%	46%	4%	13%	4%	21%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
361	1/24/2018	Wed	1:55 PM	0	2	\$200	Rear End	Day	Dry	Careless Driving		
362	1/24/2018	Wed	3:15 PM	0	0	\$200	Rear End	Day	Dry	Hit and Run		
363	1/25/2018	Thu	8:18 AM	0	0	\$3,000	Left Turn	Day	Dry	Failed to Yield ROW		
364	1/25/2018	Thu	5:10 PM	0	3	\$8,900	Rear End	Day	Dry	Careless Driving		
365	1/25/2018	Thu	5:49 PM	0	1	\$21,500	Rear End	Night	Dry	Careless Driving		
366	1/28/2018	Sun	11:00 PM	0	2	\$10,000	Left Turn	Night	Wet	Failed to Yield ROW		
367	1/29/2018	Mon	11:54 AM	0	0	\$750	Rear End	Day	Dry	Careless Driving		
368	1/30/2018	Tue	12:30 PM	0	1	\$7,000	Left Turn	Day	Dry	Unknown		
369	2/6/2018	Tue	8:00 AM	0	1	\$1,400	Rear End	Day	Dry	Careless Driving		
370	2/6/2018	Tue	8:50 AM	0	0	\$1,500	Sideswipe	Day	Dry	Failed to Yield ROW		
371	2/6/2018	Tue	12:20 PM	0	0	\$200	Rear End	Day	Dry	Hit and Run		
372	2/8/2018	Thu	10:59 AM	0	0	\$4,000	Rear End	Day	Wet	Careless Driving		
373	2/8/2018	Thu	9:28 PM	0	0	\$5,000	Off Road	Night	Dry	Unknown		
374	2/9/2018	Fri	7:15 AM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving		
375	2/9/2018	Fri	12:34 PM	0	1	\$2,000	Rear End	Day	Dry	Careless Driving		
376	2/9/2018	Fri	9:20 PM	0	1	\$4,000	Left Turn	Night	Dry	Hit and Run		
377	2/14/2018	Wed	8:10 AM	0	0	\$3,000	Sideswipe	Day	Wet	Failed to Keep in Proper Lane		
378	2/15/2018	Thu	10:40 AM	0	1	\$1,500	Rear End	Day	Dry	Careless Driving		
379	2/15/2018	Thu	12:30 PM	0	0	\$1,000	Left Turn	Day	Dry	Improper Turn		
380	2/16/2018	Fri	10:31 AM	0	2	\$8,000	Angle	Day	Dry	Careless Driving		
381	2/22/2018	Thu	7:00 AM	0	0	\$6,000	Angle	Day	Dry	Careless Driving		
382	2/23/2018	Fri	2:15 PM	0	0	\$800	Sideswipe	Day	Dry	Hit and Run		
383	2/23/2018	Fri	3:00 PM	0	3	\$2,000	Left Turn	Day	Dry	Careless Driving		
384	2/26/2018	Mon	1:10 PM	0	0	\$5,500	Right Turn	Day	Dry	Failed to Yield ROW		
TOTAL				0	18	\$99,450						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	11	13	11	0	2	6	1	3	1	0	0
PERCENT	0%	46%	54%	46%	0%	8%	25%	4%	13%	4%	0%	0%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	20	4	3	21	0	0	0	12	0	4	0	8
PERCENT	83%	17%	13%	88%	0%	0%	0%	50%	0%	17%	0%	33%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
385	2/28/2018	Wed	11:45 AM	0	0	\$2,700	Rear End	Day	Dry	Careless Driving		
386	2/28/2018	Wed	4:00 PM	0	0	\$15	Rear End	Day	Dry	Followed Too Closely		
387	3/1/2018	Thu	11:54 AM	0	0	\$500	Rear End	Day	Dry	Hit and Run		
388	3/9/2018	Fri	8:55 PM	0	0	\$12,000	Left Turn	Night	Dry	Failed to Yield ROW		
389	3/12/2018	Mon	3:40 PM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving		
390	3/12/2018	Mon	8:10 PM	0	4	\$20,000	Left Turn	Night	Dry	Failed to Yield ROW		
391	3/14/2018	Wed	12:40 PM	0	0	\$4,000	Right Turn	Day	Dry	Careless Driving		
392	3/15/2018	Thu	5:50 PM	0	0	\$3,500	Rear End	Day	Dry	Followed Too Closely		
393	3/25/2018	Sun	10:00 AM	0	0	\$5,500	Rear End	Day	Dry	Followed Too Closely		
394	3/28/2018	Wed	8:22 PM	0	0	\$4,000	Rear End	Night	Dry	Careless Driving		
395	3/29/2018	Thu	3:03 PM	0	1	\$500	Rear End	Day	Dry	Careless Driving		
396	3/30/2018	Fri	11:35 AM	0	1	\$210	Rear End	Day	Dry	Followed Too Closely		
397	4/3/2018	Tue	10:34 AM	0	0	\$500	Other	Day	Dry	Unknown		
398	4/3/2018	Tue	4:08 PM	0	0	\$1,500	Angle	Day	Dry	Failed to Yield ROW		
399	4/5/2018	Thu	3:35 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving		
400	4/6/2018	Fri	10:50 AM	0	0	\$500	Rear End	Day	Dry	Hit and Run		
401	4/6/2018	Fri	9:38 PM	0	3	\$30,050	Left Turn	Night	Dry	Failed to Yield ROW		
402	4/7/2018	Sat	1:00 PM	0	1	\$5,500	Rear End	Day	Dry	Followed Too Closely		
403	4/9/2018	Mon	12:10 PM	0	0	\$150	Rear End	Day	Dry	Followed Too Closely		
404	4/9/2018	Mon	8:33 PM	0	0	\$4,000	Left Turn	Night	Dry	Failed to Yield ROW		
405	4/10/2018	Tue	8:26 AM	0	0	\$800	Other	Day	Wet	Hit and Run		
406	4/11/2018	Wed	2:50 AM	0	0	\$3,000	Rear End	Night	Dry	Hit and Run		
407	4/12/2018	Thu	4:30 PM	0	0	\$4,000	Rear End	Day	Dry	Followed Too Closely		
408	4/12/2018	Thu	5:27 PM	0	0	\$10,000	Left Turn	Day	Dry	Failed to Yield ROW		
TOTAL				0	10	\$116,925						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	5	19	15	0	1	5	1	0	0	0	2
PERCENT	0%	21%	79%	63%	0%	4%	21%	4%	0%	0%	0%	8%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	18	6	1	23	0	7	0	6	0	6	0	5
PERCENT	75%	25%	4%	96%	0%	29%	0%	25%	0%	25%	0%	21%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
409	4/13/2018	Fri	8:50 PM	0	1	\$500	Rollover	Night	Dry	Over Correcting
410	4/15/2018	Sun	4:35 PM	0	2	\$4,000	Rear End	Day	Wet	Careless Driving
411	4/16/2018	Mon	5:40 PM	0	1	\$3,000	Rear End	Day	Dry	Careless Driving
412	4/17/2018	Tue	4:42 PM	0	1	\$2,000	Rear End	Day	Dry	Careless Driving
413	4/23/2018	Mon	8:04 AM	0	0	\$6,000	Left Turn	Day	Wet	Unknown
414	4/27/2018	Fri	9:58 AM	0	0	\$800	Sideswipe	Day	Dry	Improper Turn
415	4/28/2018	Sat	3:00 PM	0	3	\$6,500	Rear End	Day	Dry	Followed Too Closely
416	5/2/2018	Wed	7:27 AM	0	0	\$7,000	Right Turn	Day	Dry	Improper Turn
417	5/8/2018	Tue	9:00 AM	0	0	\$450	Sideswipe	Day	Dry	Hit and Run
418	5/11/2018	Fri	9:45 AM	0	0	\$150	Bicycle	Day	Dry	Failed to Yield ROW
419	5/12/2018	Sat	2:57 AM	0	0	\$2,000	Rear End	Night	Dry	Hit and Run
420	5/14/2018	Mon	3:50 PM	0	0	\$3,500	Sideswipe	Day	Wet	Failed to Keep in Proper Lane
421	5/15/2018	Tue	5:06 PM	0	0	\$3,000	Left Turn	Day	Wet	Failed to Yield ROW
422	5/15/2018	Tue	9:20 PM	0	2	\$6,000	Sideswipe	Night	Dry	Careless Driving
423	5/21/2018	Mon	12:00 PM	0	0	\$100	Other	Day	Dry	Improper Backing
424	5/21/2018	Mon	2:46 PM	0	0	\$1,600	Rear End	Day	Wet	Careless Driving
425	5/22/2018	Tue	11:00 AM	0	0	\$2,000	Sideswipe	Day	Dry	Hit and Run
426	5/23/2018	Wed	11:48 AM	0	0	\$2,000	Other	Day	Dry	Improper Backing
427	5/25/2018	Fri	2:52 PM	0	0	\$250	Angle	Day	Dry	Hit and Run
428	5/25/2018	Fri	4:13 PM	0	3	\$4,000	Left Turn	Day	Dry	Failed to Yield ROW
429	5/31/2018	Thu	7:55 AM	0	0	\$350	Rear End	Day	Dry	Careless Driving
430	6/2/2018	Sat	2:55 PM	0	0	\$8,000	Left Turn	Day	Dry	Failed to Yield ROW
431	6/2/2018	Sat	5:20 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
432	6/3/2018	Sun	10:03 PM	0	0	\$8,000	Left Turn	Night	Dry	Disregarded Control Devices
TOTAL				0	13	\$72,200				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	7	17	8	0	1	5	1	5	0	1	3
PERCENT	0%	29%	71%	33%	0%	4%	21%	4%	21%	0%	4%	13%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	20	4	5	19	0	1	0	7	0	4	1	11
PERCENT	83%	17%	21%	79%	0%	4%	0%	29%	0%	17%	4%	46%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
433	6/17/2018	Sun	9:22 PM	0	2	\$20,000	Left Turn	Night	Dry	Failed to Yield ROW
434	6/22/2018	Fri	9:24 AM	0	0	\$6,000	Left Turn	Day	Dry	Disregarded Control Devices
435	6/23/2018	Sat	4:00 PM	0	0	\$1,001	Other	Day	Dry	Improper Backing
436	6/27/2018	Wed	1:09 PM	0	0	\$500	Sideswipe	Day	Dry	Hit and Run
437	6/29/2018	Fri	4:10 PM	0	1	\$375	Rear End	Day	Dry	Followed Too Closely
438	7/5/2018	Thu	10:20 PM	0	0	\$2,000	Sideswipe	Night	Dry	Hit and Run
439	7/16/2018	Mon	1:25 PM	0	0	\$200	Rear End	Day	Dry	Careless Driving
440	7/17/2018	Tue	5:20 AM	0	1	\$6,000	Angle	Night	Dry	Disregarded Control Devices
441	7/17/2018	Tue	12:08 PM	0	0	\$1,250	Right Turn	Day	Dry	Failed to Yield ROW
442	7/19/2018	Thu	7:51 AM	0	1	\$6,000	Rear End	Day	Wet	Careless Driving
443	7/21/2018	Sat	2:40 PM	0	0	\$6,000	Rear End	Day	Dry	Careless Driving
444	7/26/2018	Thu	10:35 PM	0	0	\$10,000	Other	Night	Dry	Hit and Run
445	8/4/2018	Sat	5:35 PM	0	5	\$200	Rear End	Day	Dry	Careless Driving
446	8/12/2018	Sun	12:35 PM	0	2	\$2,000	Rear End	Day	Dry	Careless Driving
447	8/13/2018	Mon	7:47 AM	0	0	\$10,500	Off Road	Day	Dry	Careless Driving
448	8/14/2018	Tue	4:20 PM	0	0	\$5,000	Rear End	Day	Wet	Careless Driving
449	8/20/2018	Mon	2:10 PM	0	2	\$6,000	Left Turn	Day	Dry	Disregarded Control Devices
450	8/20/2018	Mon	3:20 PM	0	0	\$5,000	Rear End	Day	Dry	Careless Driving
451	8/22/2018	Wed	2:50 PM	0	0	\$1,500	Left Turn	Day	Dry	Unknown
452	8/24/2018	Fri	5:45 PM	0	0	\$1,500	Sideswipe	Day	Dry	Unknown
453	8/26/2018	Sun	9:20 PM	0	1	\$6,250	Sideswipe	Night	Dry	DUI
454	8/28/2018	Tue	8:25 AM	0	0	\$3,500	Left Turn	Day	Wet	Careless Driving
455	8/29/2018	Wed	1:24 PM	0	1	\$2,000	Rear End	Day	Wet	Driving Too Fast for Conditions
456	8/30/2018	Thu	8:14 AM	0	1	\$2,000	Rear End	Day	Dry	Careless Driving
TOTAL				0	17	\$104,776				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	10	14	10	0	1	5	1	4	1	0	2
PERCENT	0%	42%	58%	42%	0%	4%	21%	4%	17%	4%	0%	8%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	19	5	4	20	0	1	1	10	0	2	3	7
PERCENT	79%	21%	17%	83%	0%	4%	4%	42%	0%	8%	13%	29%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
457	9/3/2018	Mon	7:58 PM	0	2	\$50,000	Left Turn	Night	Dry	Failed to Yield ROW
458	9/5/2018	Wed	3:30 PM	0	0	\$300	Rear End	Day	Dry	Followed Too Closely
459	9/5/2018	Wed	4:40 PM	0	0	\$600	Rear End	Day	Dry	Hit and Run
460	9/8/2018	Sat	1:40 PM	0	1	\$4,000	Rear End	Day	Dry	Followed Too Closely
461	9/9/2018	Sun	2:34 PM	0	0	\$400	Sideswipe	Day	Dry	DUI
462	9/13/2018	Thu	6:00 AM	0	1	\$3,025	Bicycle	Night	Dry	Failed to Yield ROW
463	9/18/2018	Tue	2:50 PM	0	0	\$400	Sideswipe	Day	Dry	Failed to Keep in Proper Lane
464	9/21/2018	Fri	6:39 AM	0	0	\$1,500	Left Turn	Night	Dry	Hit and Run
465	9/21/2018	Fri	11:55 AM	0	0	\$4,000	Right Turn	Day	Dry	Failed to Yield ROW
466	9/28/2018	Fri	6:45 AM	0	0	\$4,000	Left Turn	Night	Dry	Unknown
467	9/28/2018	Fri	2:40 PM	0	0	\$1,100	Rear End	Day	Dry	Careless Driving
468	10/1/2018	Mon	6:00 PM	0	0	\$8,000	Rear End	Day	Dry	Careless Driving
469	10/3/2018	Wed	6:00 PM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving
470	10/6/2018	Sat	3:53 AM	0	0	\$7,000	Right Turn	Night	Dry	Disregarded Control Devices
471	10/6/2018	Sat	8:17 AM	0	0	\$2,500	Rear End	Night	Dry	Vehicle Malfunction
472	10/6/2018	Sat	6:30 PM	0	0	\$6,000	Sideswipe	Day	Dry	Failed to Keep in Proper Lane
473	10/9/2018	Tue	5:00 PM	0	0	\$6,000	Rear End	Day	Wet	Driving Too Fast for Conditions
474	10/10/2018	Wed	5:30 PM	0	0	\$2,000	Rollover	Day	Dry	Unknown
475	10/11/2018	Thu	11:56 AM	0	1	\$8,000	Left Turn	Day	Dry	Failed to Yield ROW
476	10/13/2018	Sat	10:50 AM	0	2	\$2,000	Other	Day	Dry	Careless Driving
477	10/20/2018	Sat	5:15 PM	0	0	\$4,000	Sideswipe	Day	Dry	Failed to Yield ROW
478	10/21/2018	Sun	2:45 AM	0	1	\$10,000	Left Turn	Night	Dry	Careless Driving
479	10/22/2018	Mon	10:27 PM	0	1	\$3,000	Off Road	Night	Dry	Careless Driving
480	10/25/2018	Thu	3:25 PM	0	1	\$100	Bicycle	Day	Dry	Failed to Yield ROW
TOTAL				0	10	\$129,425				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	8	16	8	0	0	5	2	4	1	2	2
PERCENT	0%	33%	67%	33%	0%	0%	21%	8%	17%	4%	8%	8%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	16	8	1	23	0	2	1	6	0	6	1	8
PERCENT	67%	33%	4%	96%	0%	8%	4%	25%	0%	25%	4%	33%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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COLLISION SUMMARY

General Information

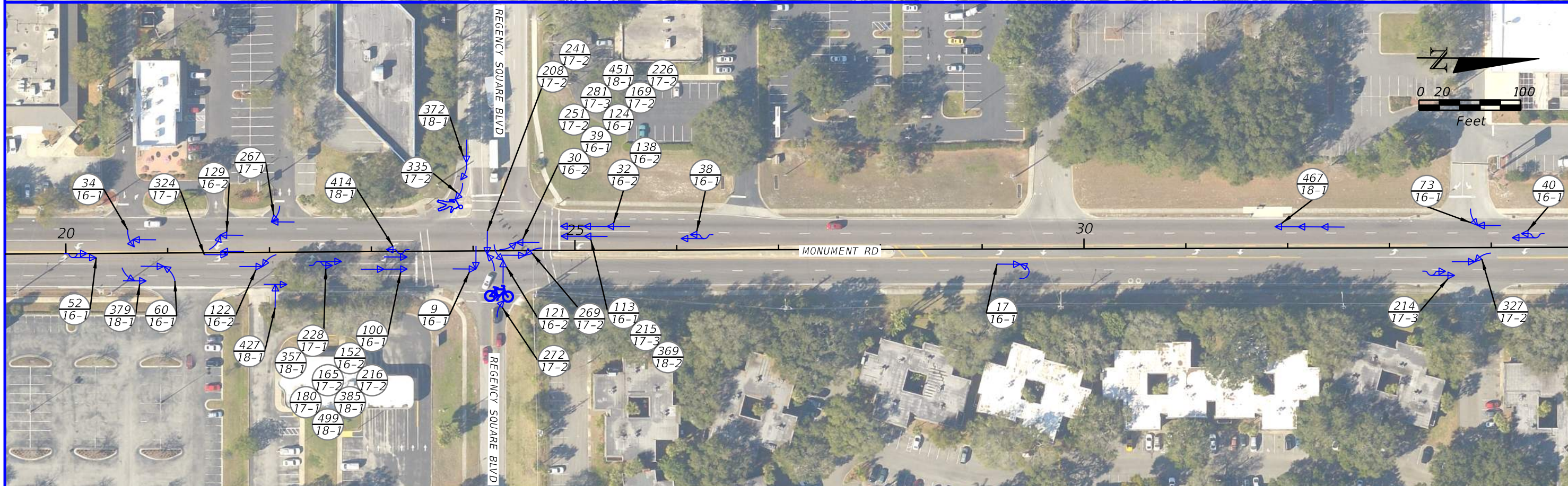
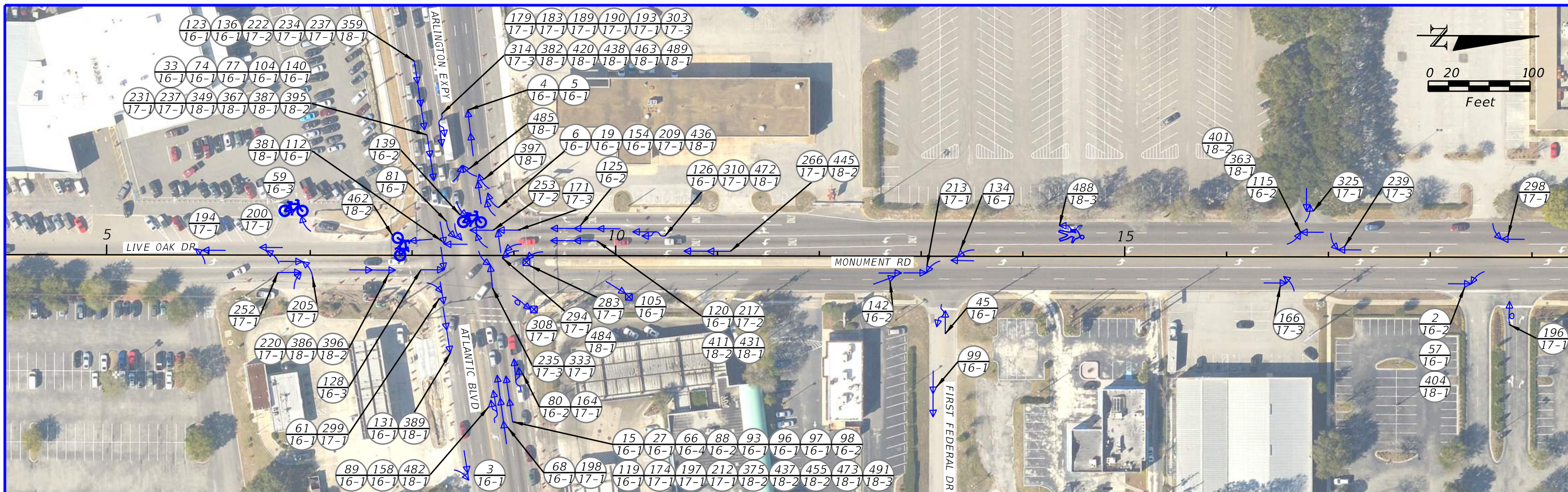
Road:	Monument Road	Study Period:	1/1/16	To:	12/31/18
Section:	Between Atlantic Blvd and St Johns Bluff Rd	Data by:	ETM		
County:	Duval	Date:	1/2/2020		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
481	10/28/2018	Sun	3:15 PM	0	0	\$300	Left Turn	Day	Dry	Hit and Run
482	10/31/2018	Wed	3:48 PM	0	0	\$500	Sideswipe	Day	Dry	Improper Turn
483	11/2/2018	Fri	1:18 PM	0	0	\$100	Rear End	Day	Dry	Followed Too Closely
484	11/12/2018	Mon	1:45 PM	0	0	\$7,000	Head On	Day	Wet	Careless Driving
485	11/16/2018	Fri	10:55 AM	0	0	\$1,700	Right Turn	Day	Dry	Improper Turn
486	11/16/2018	Fri	1:57 PM	0	0	\$1,200	Rear End	Day	Dry	Followed Too Closely
487	11/16/2018	Fri	3:09 PM	0	1	\$4,150	Pedestrian	Day	Dry	Failed to Yield ROW
488	11/17/2018	Sat	7:48 PM	0	1	\$300	Pedestrian	Night	Dry	Pedestrian in Roadway Improperly
489	11/20/2018	Tue	3:30 PM	0	0	\$1,000	Rear End	Day	Dry	Followed Too Closely
490	11/20/2018	Tue	6:00 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving
491	11/21/2018	Wed	7:32 AM	0	1	\$1,100	Rear End	Day	Dry	Careless Driving
492	11/26/2018	Mon	5:50 PM	0	1	\$1,000	Rear End	Night	Wet	Followed Too Closely
493	12/1/2018	Sat	10:33 AM	0	0	\$2,000	Rear End	Day	Wet	Careless Driving
494	12/3/2018	Mon	7:36 AM	0	2	\$17,000	Left Turn	Day	Dry	Disregarded Control Devices
495	12/4/2018	Tue	4:20 PM	0	3	\$14,500	Rear End	Day	Dry	Careless Driving
496	12/4/2018	Tue	6:00 PM	0	0	\$1,350	Rear End	Night	Dry	Careless Driving
497	12/9/2018	Sun	12:20 PM	0	0	\$5,000	Sideswipe	Day	Dry	Failed to Yield ROW
498	12/12/2018	Wed	7:11 AM	0	0	\$300	Rear End	Day	Dry	Careless Driving
499	12/17/2018	Mon	4:27 PM	0	0	\$800	Rear End	Day	Dry	Careless Driving
500	12/19/2018	Wed	6:45 AM	0	0	\$2,000	Right Turn	Night	Dry	Careless Driving
501	12/26/2018	Wed	1:32 PM	0	2	\$13,000	Rear End	Day	Dry	Careless Driving
502	12/30/2018	Sun	8:48 PM	0	0	\$6,500	Rear End	Night	Dry	Followed Too Closely
TOTAL				0	11	\$82,800				

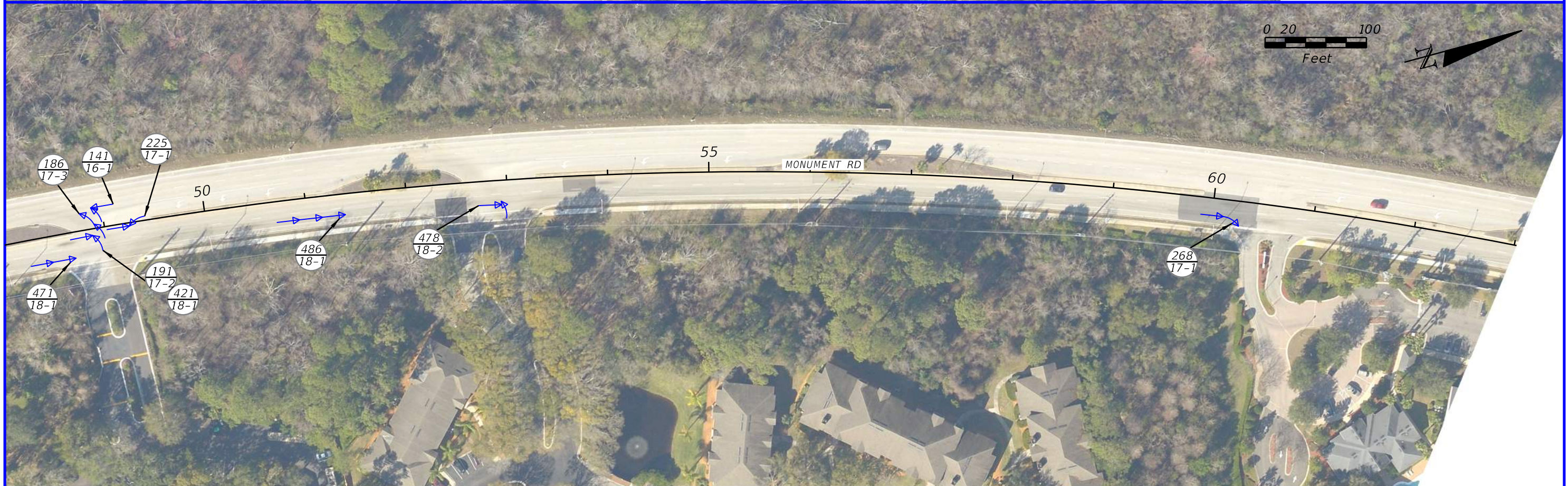
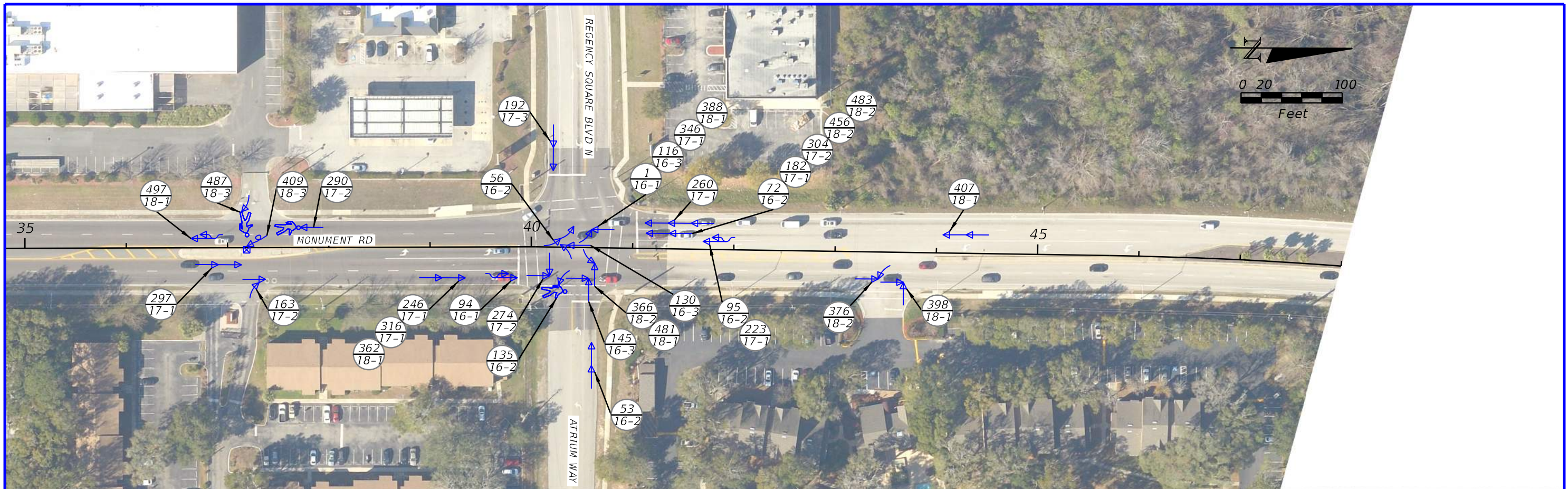
Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
22	0	7	15	13	1	0	2	2	2	0	2	0
PERCENT	0%	32%	68%	59%	5%	0%	9%	9%	9%	0%	9%	0%
Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	17	5	3	19	0	5	0	10	0	2	1	4
PERCENT	77%	23%	14%	86%	0%	23%	0%	45%	0%	9%	5%	18%

Total Vehicles Entering/ADT:	Collision Rate:	PER M.E.V.
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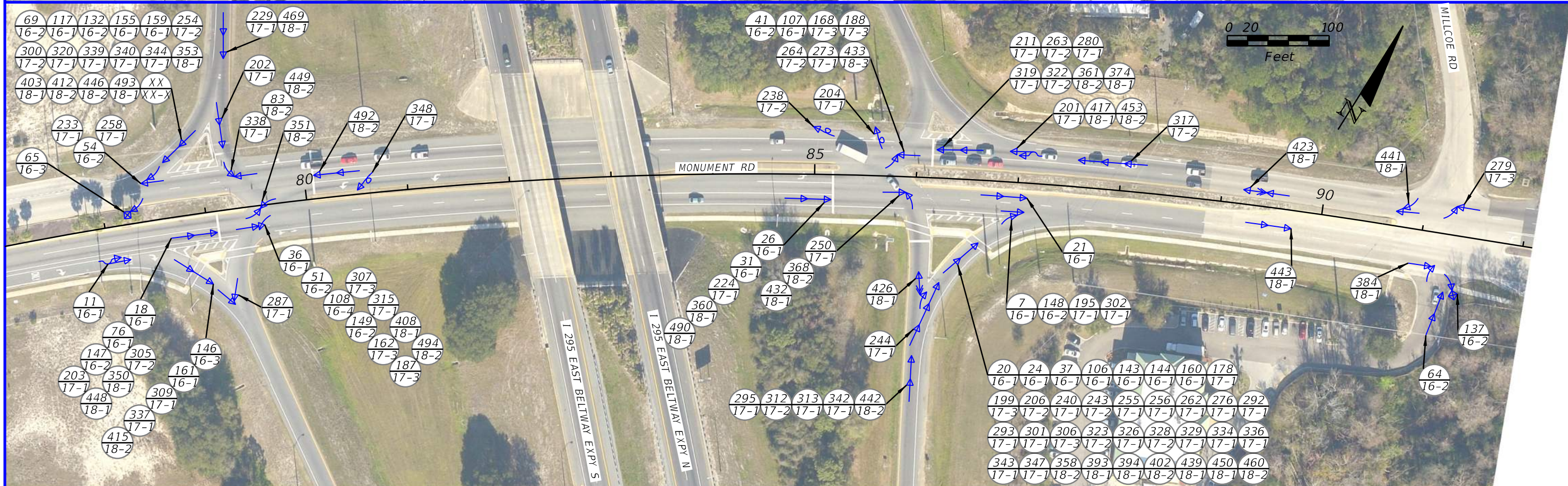
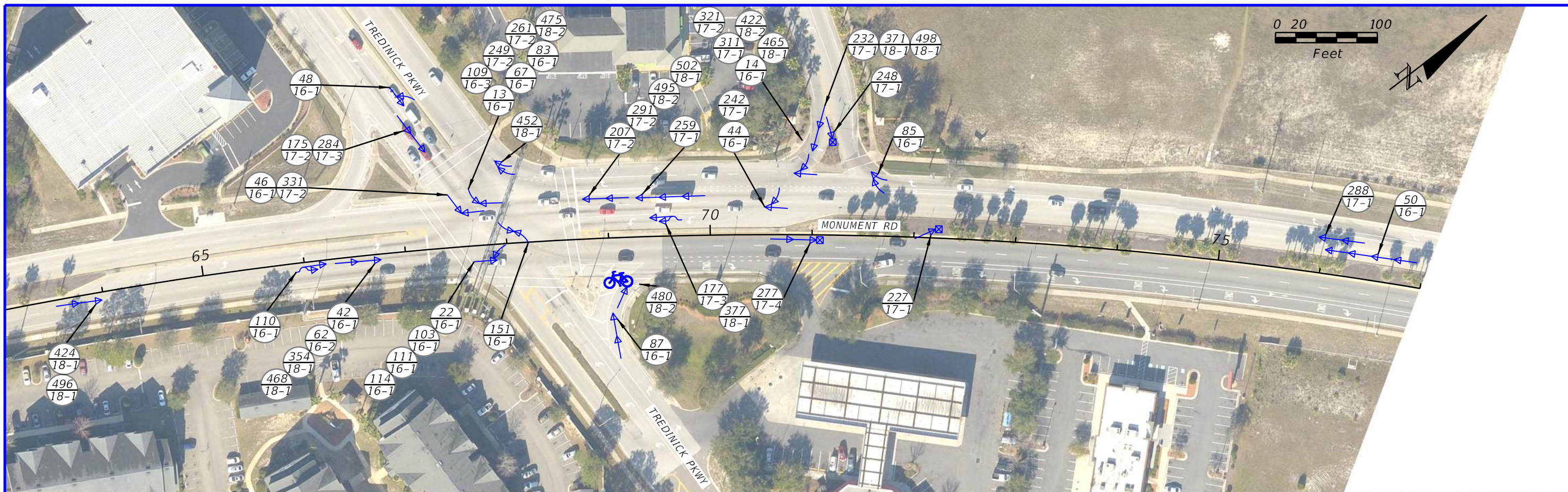
Appendix C:
Collision Diagrams



<p>CRASH NUMBER INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY</p>	<p>PEDESTRIAN FATALITY</p>	<p>BICYCLE VEHICLE DIRECTION</p>	<p>ETM VISION • EXPERIENCE • RESULTS MARK S. MANWELL, P.E.</p>	<p>England-Thoms & Miller, Inc. 14775 Old St. Augustine Road Jacksonville, FL 32256 TEL: (904) 642-8990 FAX: (904) 646-9485 CA - 00002584 LC - 00003116</p>	<p>North Florida TPO Transportation Planning Organization PLAN • FUND • MOBILIZE</p>	<p>MONUMENT ROAD COLLISION DIAGRAM</p>	<p>SHEET NO. 1</p>
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<p>CRASH NUMBER INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY</p>	<p>PEDESTRIAN  FATALITY </p>	<p>BICYCLE  VEHICLE DIRECTION </p>	<p>ETM VISION • EXPERIENCE • RESULTS England-Thimo & Miller, Inc. 14775 Old St. Augustine Road Jacksonville, FL 32258 TEL: (904) 642-8990 FAX: (904) 646-9485 CA - 00002584 LC - 0000316 MARK S. MANWELL, P.E. Lic. No. NUMBER 53938</p>	<p>North Florida TPO Transportation Planning Organization PLAN • FUND • MOBILIZE</p>	<p>MONUMENT ROAD COLLISION DIAGRAM</p>	<p>SHEET NO. 2</p>
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CRASH NUMBER
 INJURY SEVERITY
 1 = NO INJURY
 2 = POSSIBLE INJURY
 3 = NON-INCAPACITATING
 4 = INCAPACITATING
 5 = FATALITY
 YEAR

PEDESTRIAN
 FATALITY

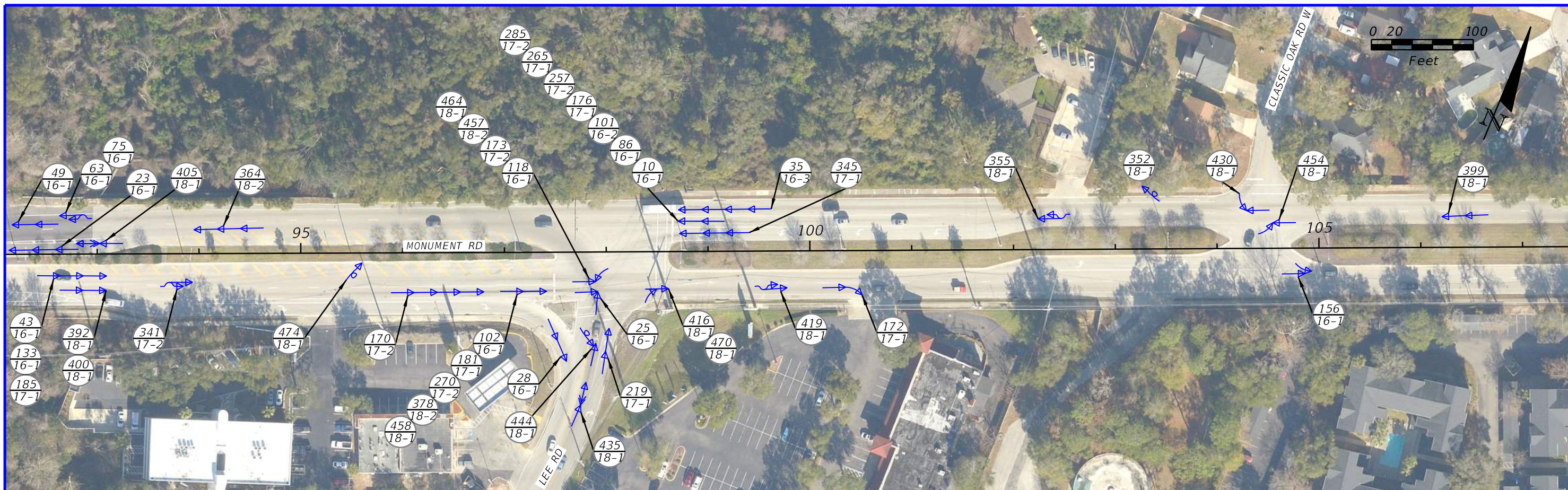
BICYCLE
 VEHICLE DIRECTION

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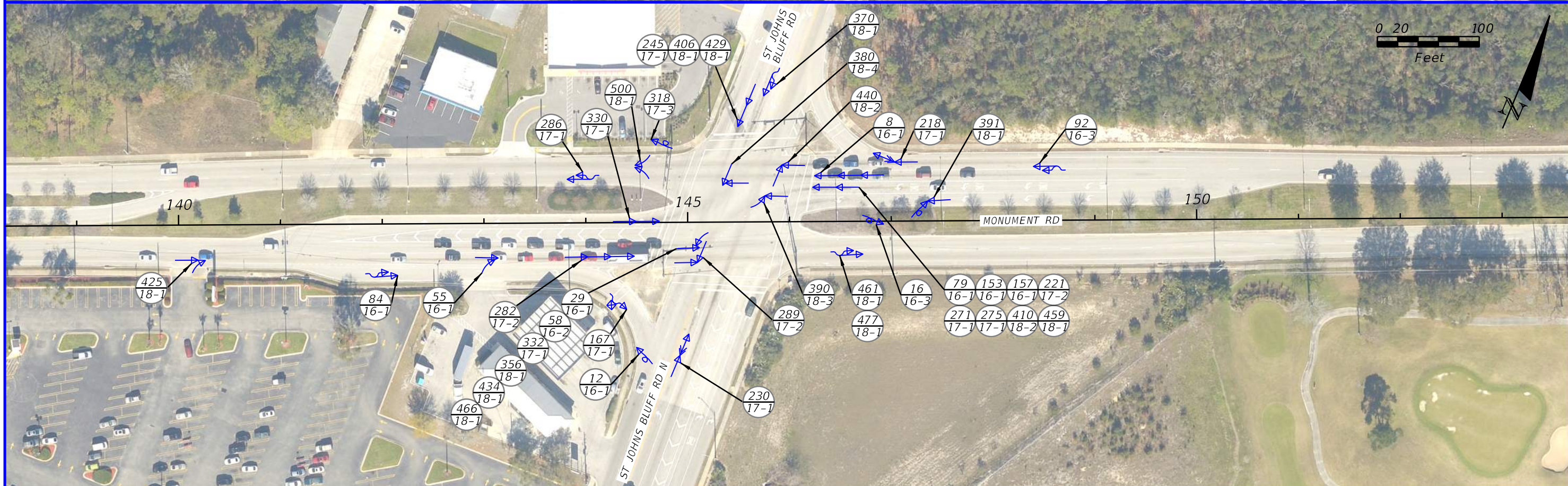
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**MONUMENT ROAD
 COLLISION DIAGRAM**

SHEET NO.
 3



<p>CRASH NUMBER INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY</p>	<p>PEDESTRIAN</p> <p>FATALITY</p>	<p>BICYCLE</p> <p>VEHICLE DIRECTION</p>	<p>ETM VISION • EXPERIENCE • RESULTS</p> <p>England-Thimo & Miller, Inc. 14775 Old St. Augustine Road Jacksonville, FL 32256 TEL: (904) 642-8990 FAX: (904) 646-9485 CA - 00002584 LC - 0000316</p> <p>MARK S. MANWELL, P.E. Lic. No. NUMBER 53938</p>	<p>North Florida TPO Transportation Planning Organization PLAN • FUND • MOBILIZE</p>	<p>MONUMENT ROAD COLLISION DIAGRAM</p>	<p>SHEET NO. 4</p>
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CRASH NUMBER
XX-X

INJURY SEVERITY
1 = NO INJURY
2 = POSSIBLE INJURY
3 = NON-INCAPACITATING
4 = INCAPACITATING
5 = FATALITY

YEAR

PEDESTRIAN

BICYCLE

FATALITY

VEHICLE DIRECTION

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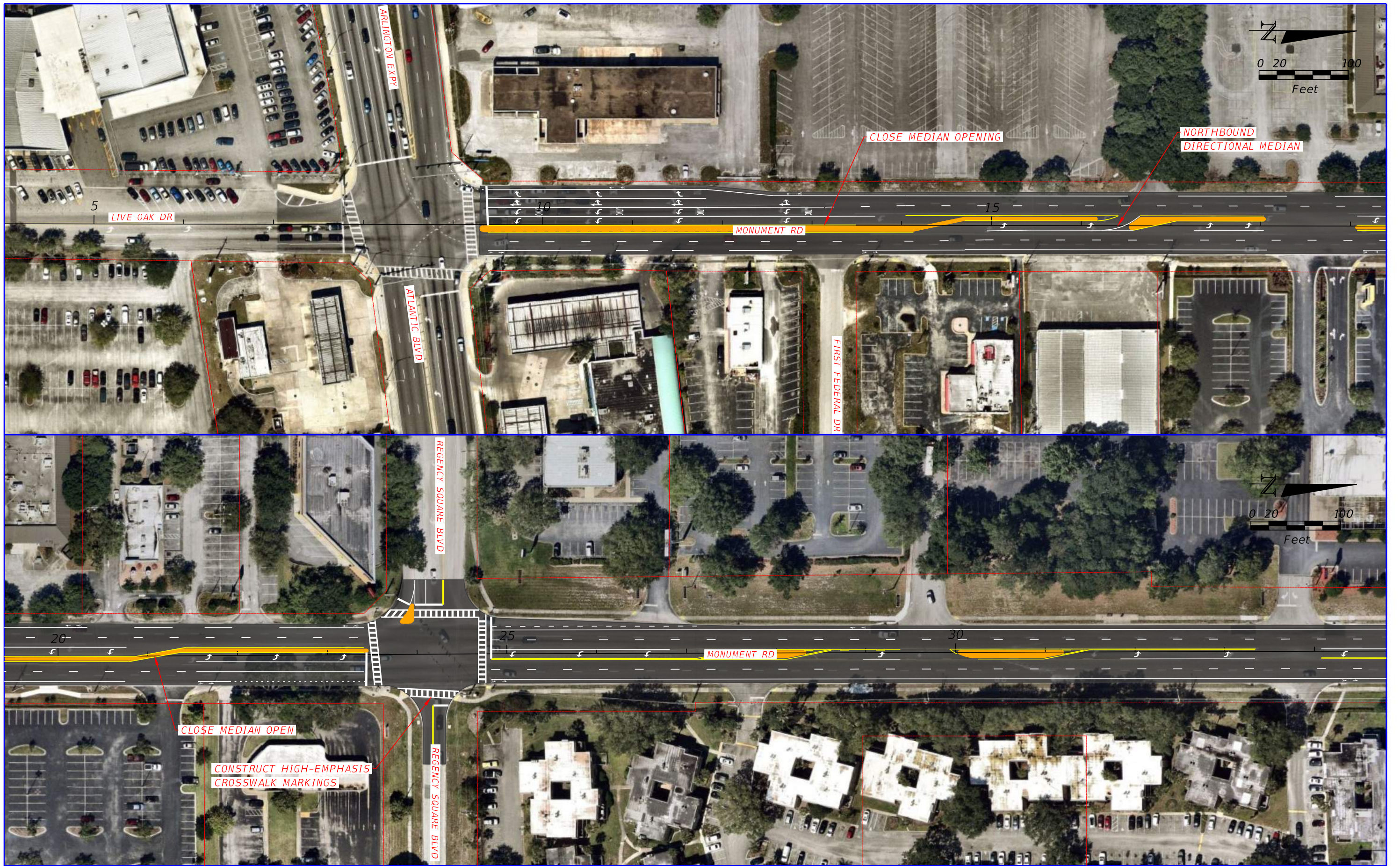
MARK S. MANWELL, P.E. Lic. No. NUMBER 53938

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**MONUMENT ROAD
COLLISION DIAGRAM**

SHEET NO.
5

Appendix D:
Concept Plans

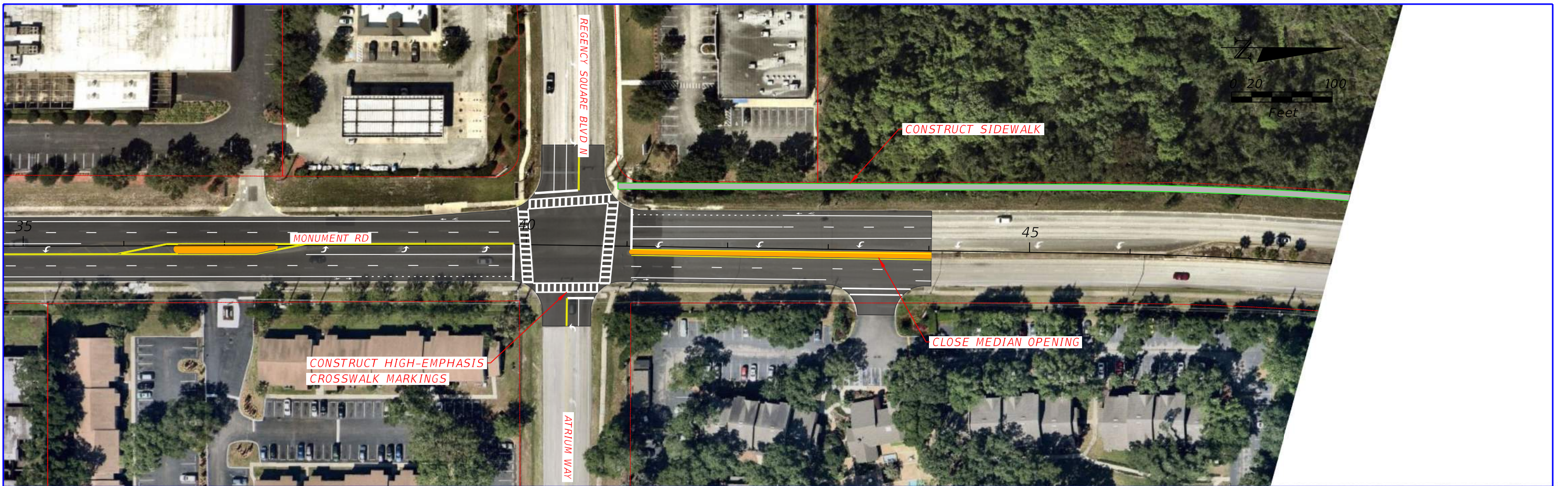


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**MONUMENT ROAD
 CONCEPT DIAGRAM**

SHEET NO.
 1

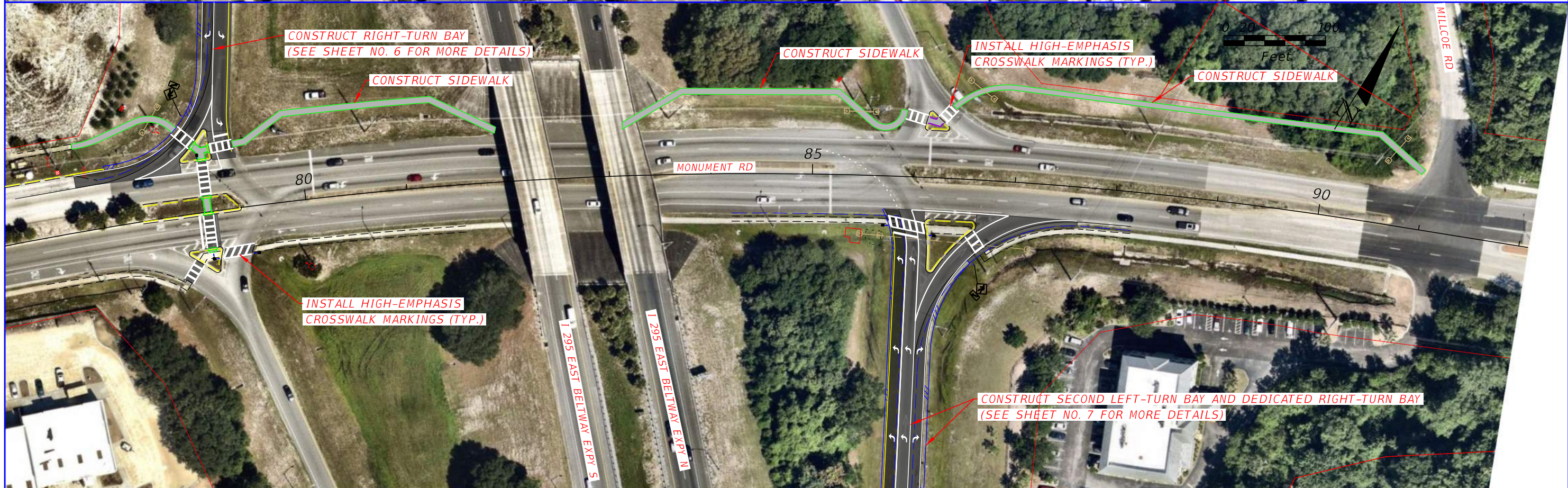


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MONUMENT ROAD
 CONCEPT DIAGRAM

SHEET NO.
 2

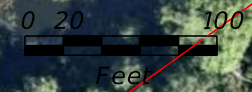
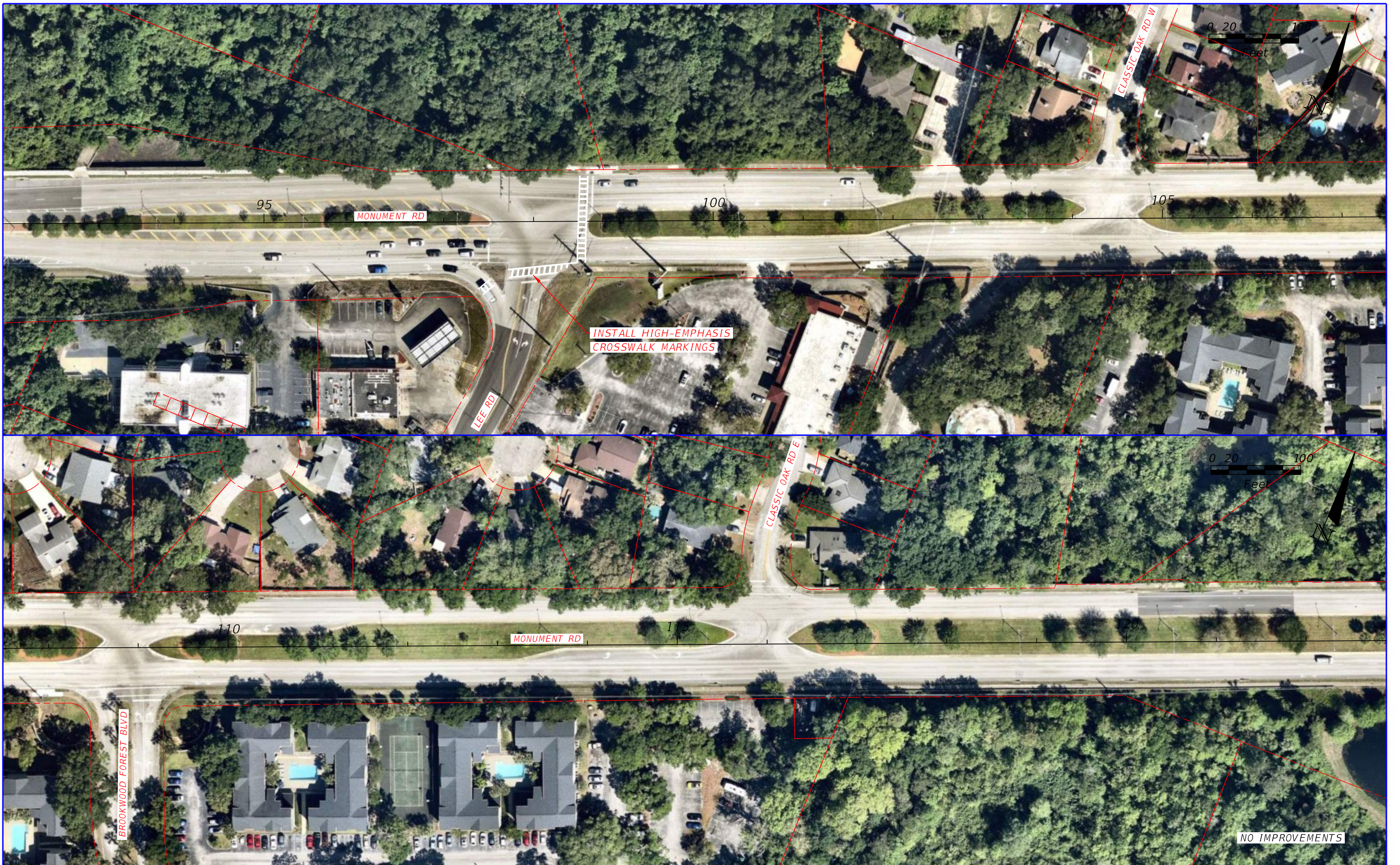


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**MONUMENT ROAD
 CONCEPT DIAGRAM**

SHEET NO.
 3



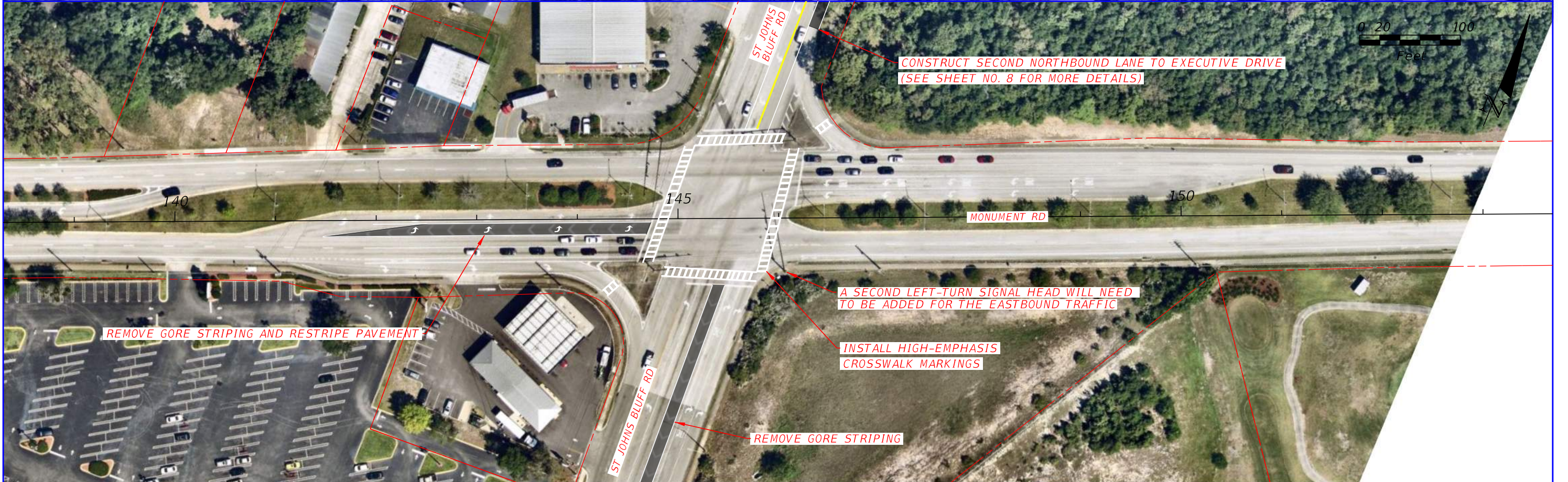
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 FAX: (904) 646-9485
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 Lic. No. NUMBER 53938

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**MONUMENT ROAD
 CONCEPT DIAGRAM**

SHEET NO.
 4

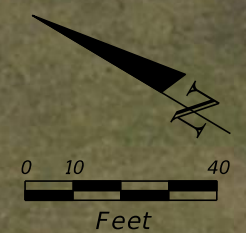
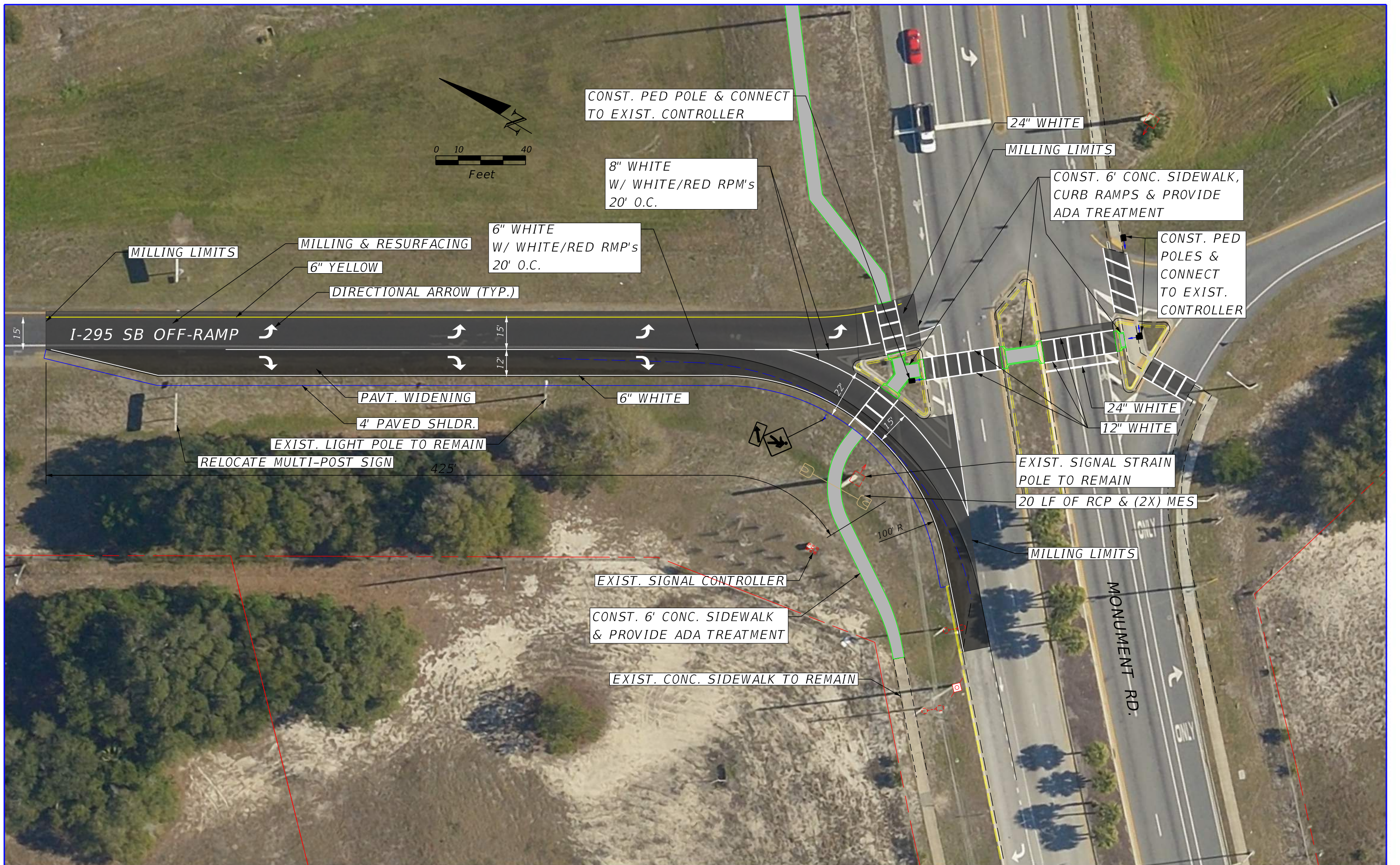


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 Lic. No. NUMBER 53938

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**MONUMENT ROAD
 CONCEPT DIAGRAM**

SHEET NO.
 5



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**MONUMENT ROAD
 CONCEPT DETAIL**

SHEET NO.
 6



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**MONUMENT ROAD
 CONCEPT DETAIL**

SHEET NO.
 7



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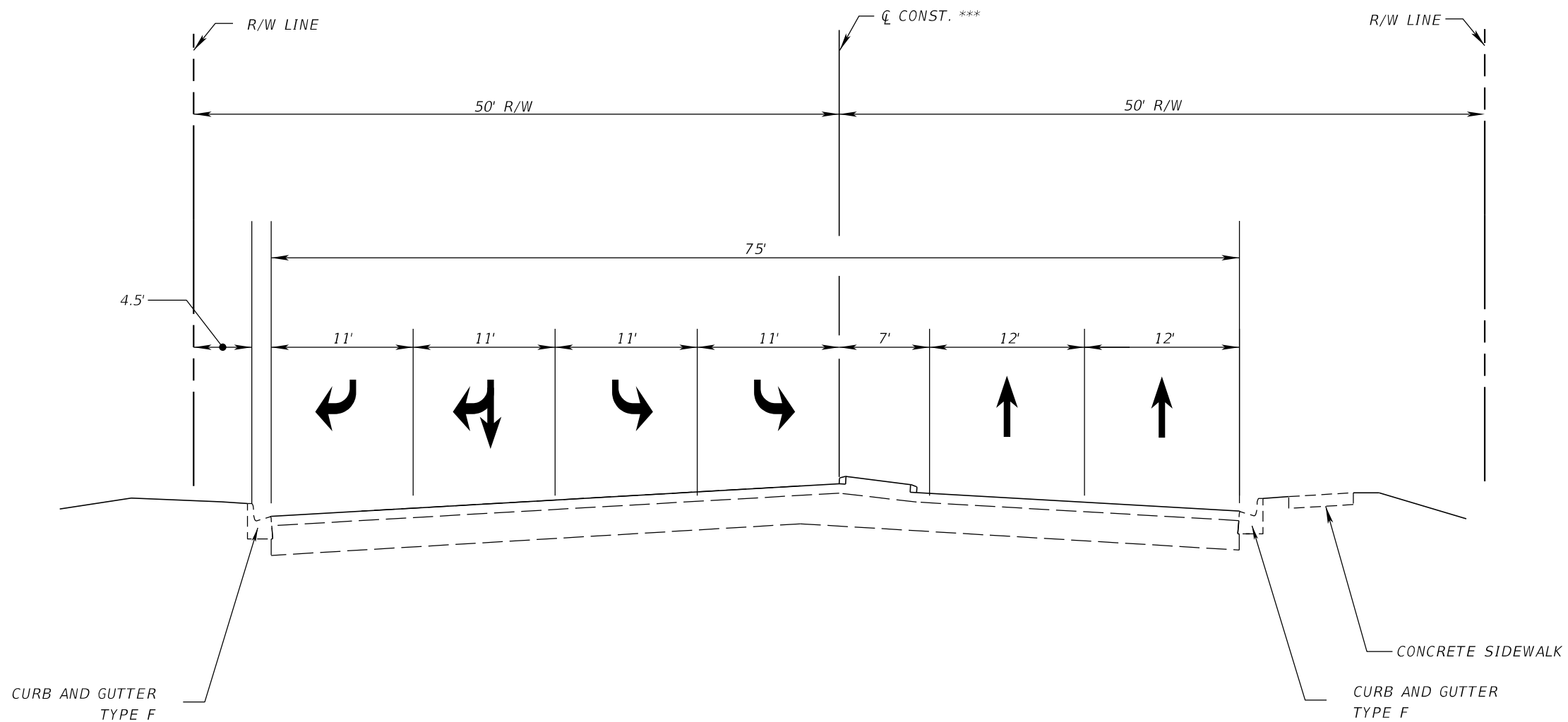
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*MONUMENT ROAD
 CONCEPT DETAIL*

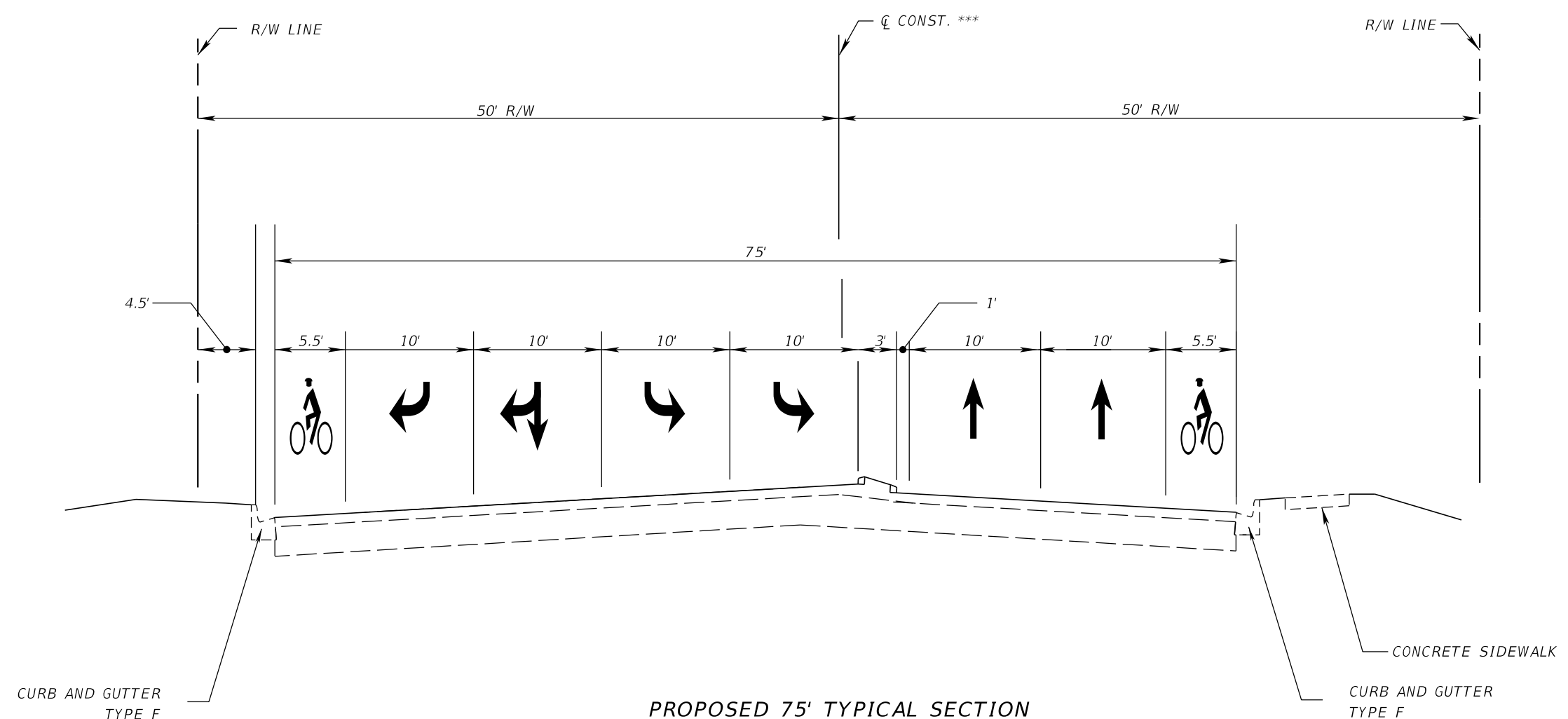
SHEET NO.
 8

Appendix F:

Typical Sections (Existing and Proposed)



EXISTING 75' TYPICAL SECTION
 MONUMENT ROAD
 FROM ATLANTIC BLVD TO FIRST FEDERAL DRIVE
 STA. 09+00.00 TO STA. 14+00.00



PROPOSED 75' TYPICAL SECTION
 WITH BIKE LANES
 MONUMENT ROAD
 FROM ATLANTIC BLVD TO FIRST FEDERAL DRIVE
 STA. 09+00.00 TO STA. 14+00.00

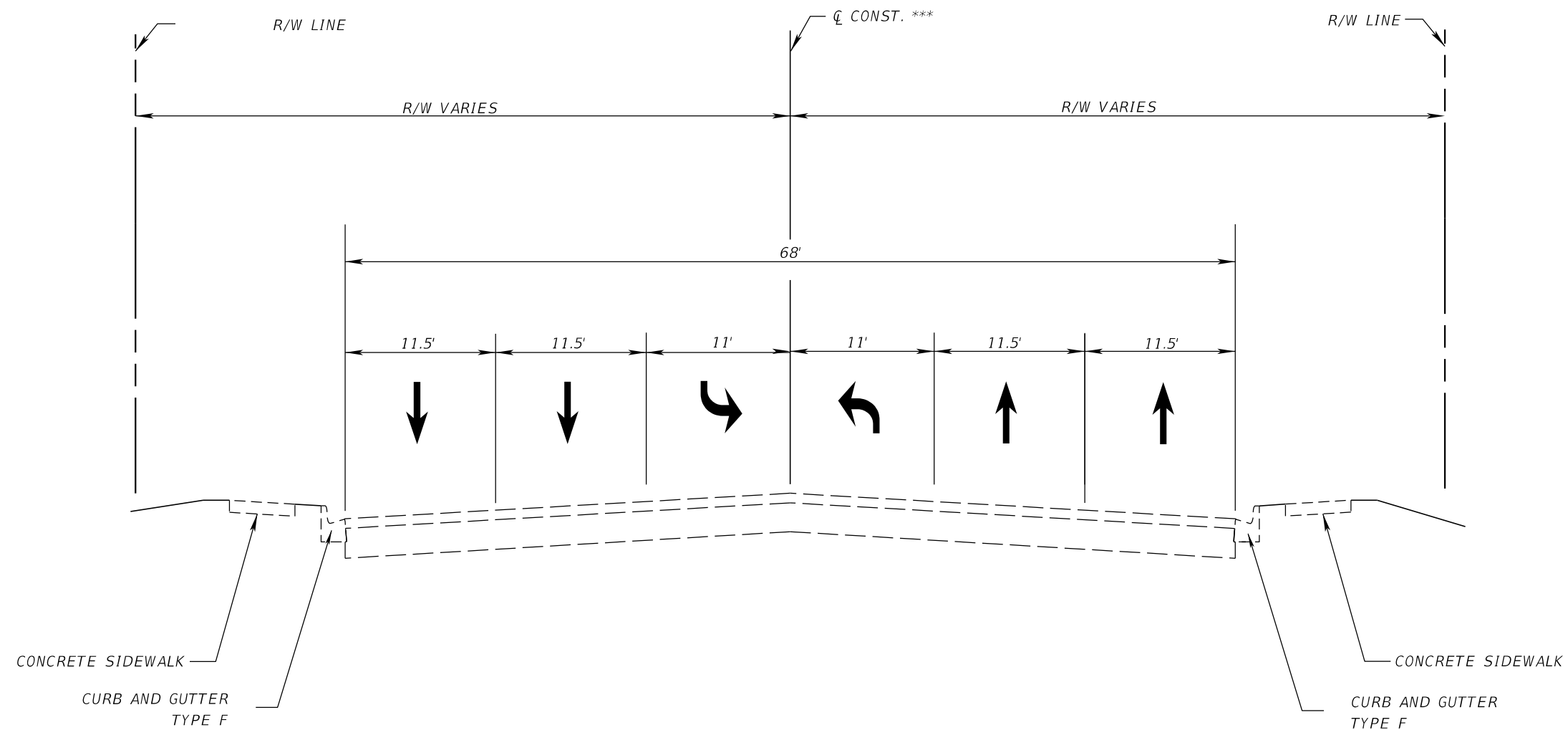
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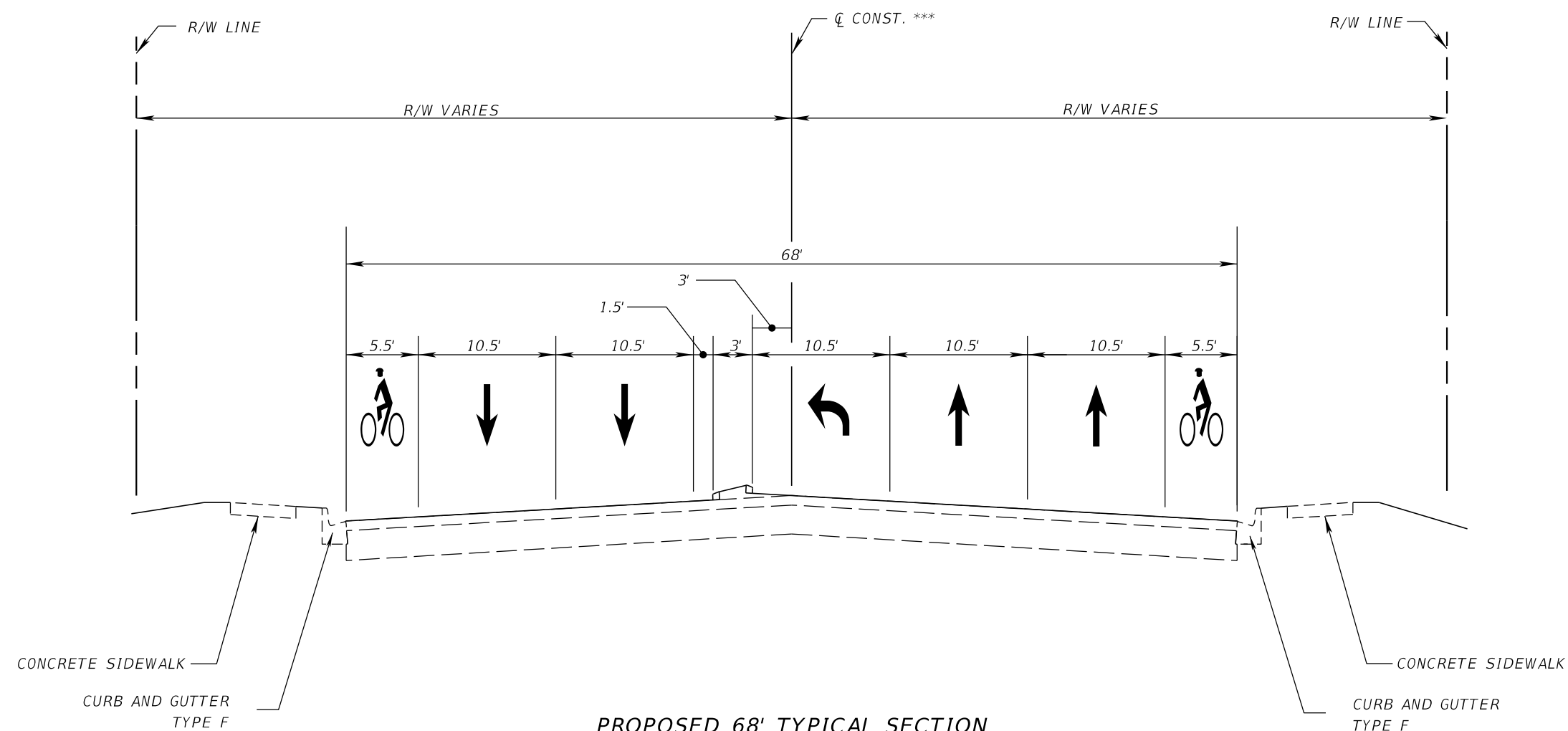
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MONUMENT ROAD CORRIDOR
 TRAFFIC STUDY
 TYPICAL SECTION

SHEET NO.



EXISTING 68' TYPICAL SECTION
 MONUMENT ROAD
 FROM FIRST FEDERAL DRIVE TO REGENCY SQUARE BLVD
 STA. 14+00.00 TO STA. 24+00.00



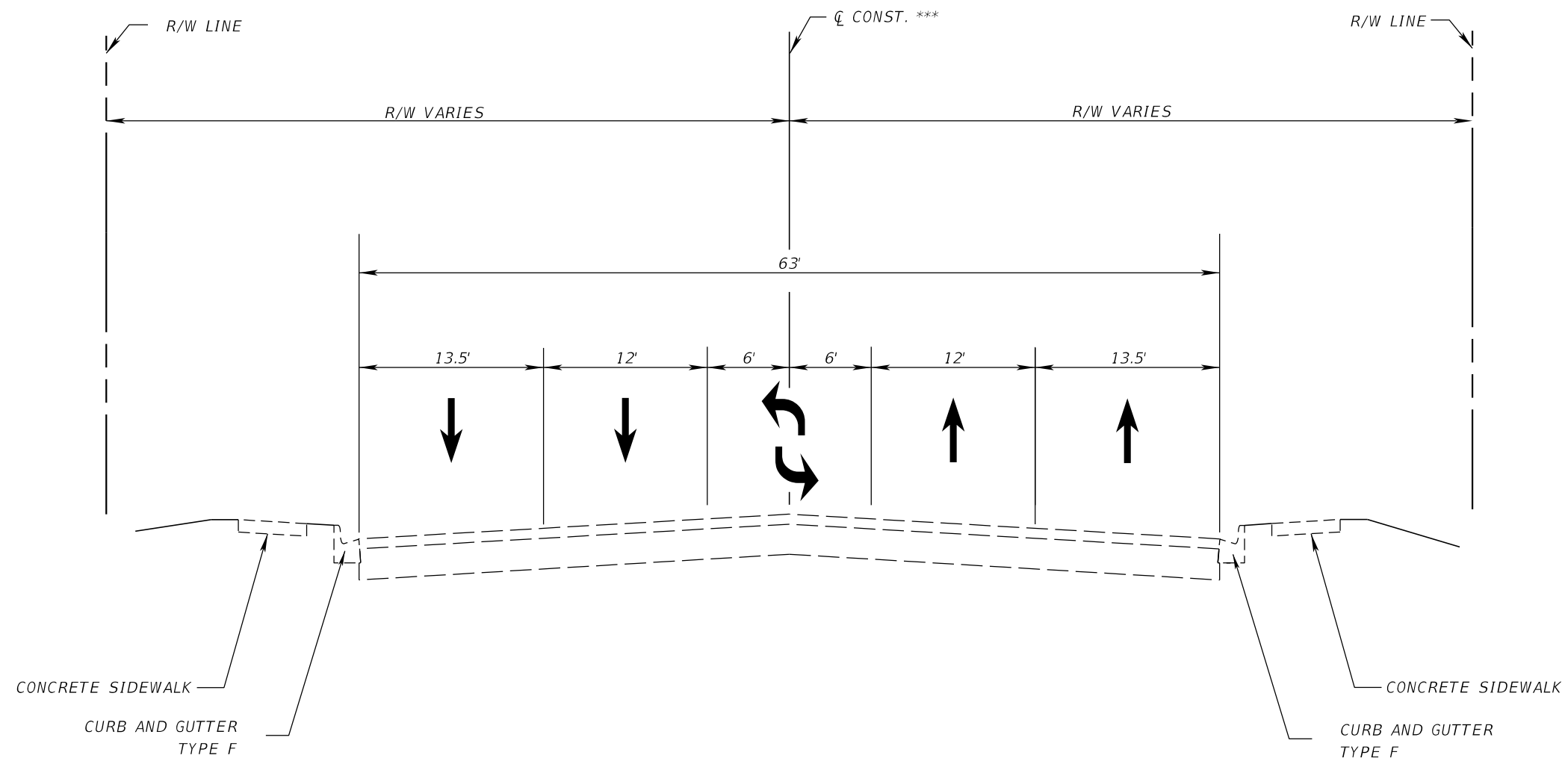
PROPOSED 68' TYPICAL SECTION
WITH BIKE LANES AND TRAFFIC SEPARATOR
MONUMENT ROAD
FROM FIRST FEDERAL DRIVE TO REGENCY SQUARE BOULEVARD
STA. 14+00.00 TO STA. 24+00.00

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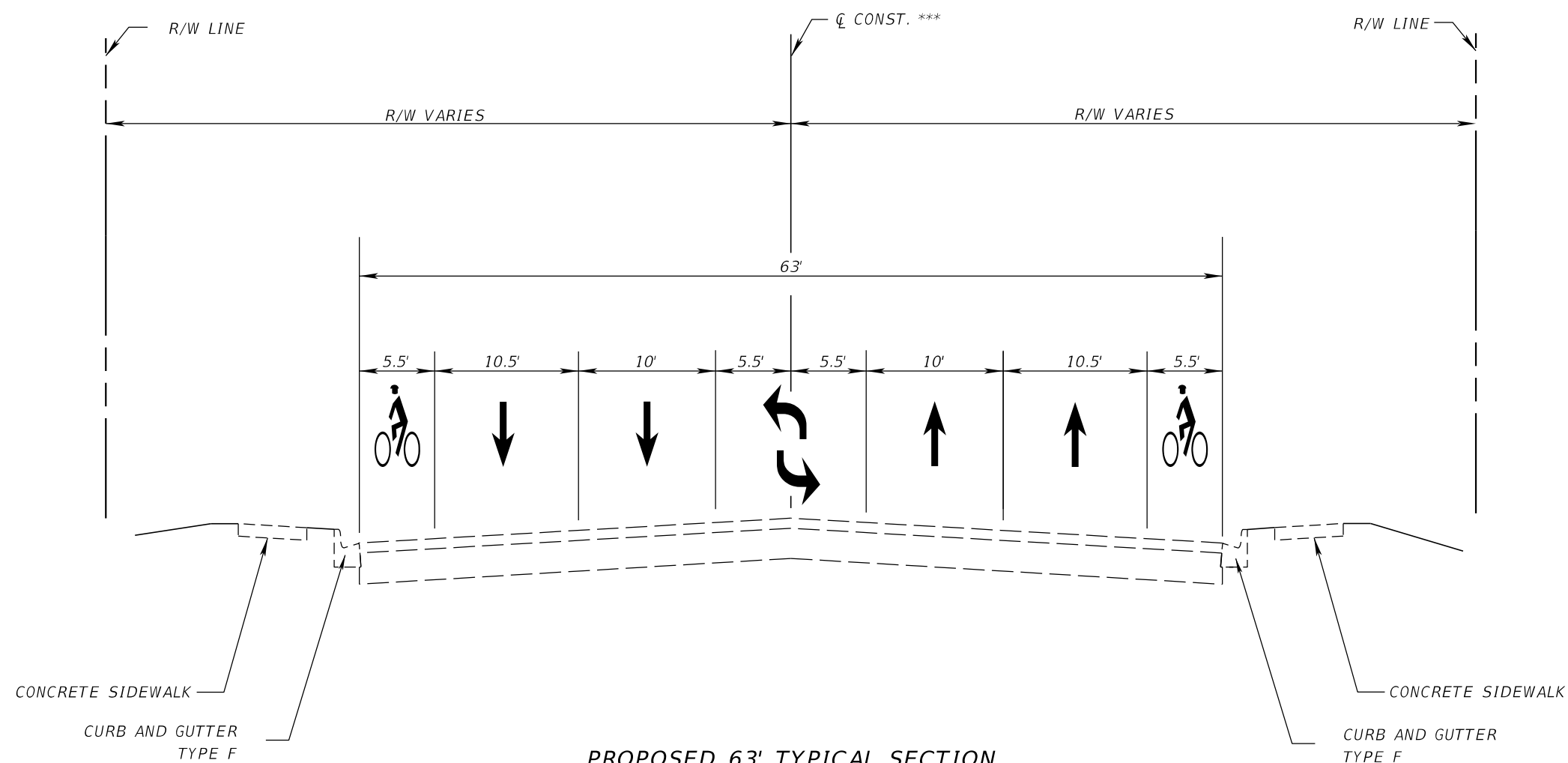
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MONUMENT ROAD CORRIDOR
TRAFFIC STUDY
TYPICAL SECTION

SHEET NO.



EXISTING 63' TYPICAL SECTION
 MONUMENT ROAD
 FROM REGENCY SQUARE BOULEVARD TO N REGENCY SQUARE BLVD / ATRIUM WAY
 STA. 24+00.00 TO STA. 40+00.00



**PROPOSED 63' TYPICAL SECTION
 WITH BIKE LANES
 MONUMENT ROAD**
 FROM REGENCY SQUARE BLVD TO N REGENCY SQUARE BLVD / ATRIUM WAY
 STA. 24+00.00 TO STA. 40+00.00

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**MONUMENT ROAD CORRIDOR
 TRAFFIC STUDY
 TYPICAL SECTION**

SHEET NO.

Appendix G:

2019 Turning Movement Volumes

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 1- Monument Rd_ Live Oak Dr & Atlantic Blvd AM
 Site Code :
 Start Date : 10/16/2019
 Page No : 1

Groups Printed- Cars

Start Time	Monument Rd Southbound					Atlantic Blvd Westbound					Live Oak Dr Northbound					Atlantic Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	16	1	15	1	33	10	212	2	0	224	8	1	1	2	12	3	119	9	0	131	400
06:15 AM	18	4	24	1	47	13	292	1	1	307	8	5	2	0	15	10	162	19	0	191	560
06:30 AM	18	5	27	0	50	21	405	2	0	428	8	9	5	0	22	7	265	9	0	281	781
06:45 AM	27	13	57	0	97	26	409	8	0	443	13	11	13	0	37	9	283	16	1	309	886
Total	79	23	123	2	227	70	1318	13	1	1402	37	26	21	2	86	29	829	53	1	912	2627
07:00 AM	34	35	52	0	121	36	542	12	0	590	7	12	8	0	27	9	271	21	0	301	1039
07:15 AM	53	41	69	0	163	34	605	11	5	655	18	13	9	7	47	17	353	29	0	399	1264
07:30 AM	40	43	88	0	171	60	594	13	1	668	12	15	7	6	40	20	409	30	0	459	1338
07:45 AM	40	48	90	1	179	80	408	15	4	507	10	19	9	3	41	20	392	48	0	460	1187
Total	167	167	299	1	634	210	2149	51	10	2420	47	59	33	16	155	66	1425	128	0	1619	4828
08:00 AM	55	41	92	1	189	71	420	18	0	509	17	28	9	1	55	27	371	33	0	431	1184
08:15 AM	34	41	76	0	151	79	472	16	2	569	11	23	13	0	47	11	370	25	0	406	1173
08:30 AM	41	34	94	1	170	53	469	17	1	540	16	13	13	0	42	14	381	31	0	426	1178
08:45 AM	49	27	73	0	149	56	393	4	0	453	14	22	15	0	51	20	334	40	0	394	1047
Total	179	143	335	2	659	259	1754	55	3	2071	58	86	50	1	195	72	1456	129	0	1657	4582
Grand Total	425	333	757	5	1520	539	5221	119	14	5893	142	171	104	19	436	167	3710	310	1	4188	12037
Apprch %	28	21.9	49.8	0.3		9.1	88.6	2	0.2		32.6	39.2	23.9	4.4		4	88.6	7.4	0		
Total %	3.5	2.8	6.3	0	12.6	4.5	43.4	1	0.1	49	1.2	1.4	0.9	0.2	3.6	1.4	30.8	2.6	0	34.8	

Start Time	Monument Rd Southbound				Atlantic Blvd Westbound				Live Oak Dr Northbound				Atlantic Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	53	41	69	163	34	605	11	650	18	13	9	40	17	353	29	399	1252
07:30 AM	40	43	88	171	60	594	13	667	12	15	7	34	20	409	30	459	1331
07:45 AM	40	48	90	178	80	408	15	503	10	19	9	38	20	392	48	460	1179
08:00 AM	55	41	92	188	71	420	18	509	17	28	9	54	27	371	33	431	1182
Total Volume	188	173	339	700	245	2027	57	2329	57	75	34	166	84	1525	140	1749	4944
% App. Total	26.9	24.7	48.4		10.5	87	2.4		34.3	45.2	20.5		4.8	87.2	8		
PHF	.855	.901	.921	.931	.766	.838	.792	.873	.792	.670	.944	.769	.778	.932	.729	.951	.929

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 1- Monument Rd_ Live Oak Dr & Atlantic Blvd AM
 Site Code :
 Start Date : 10/16/2019
 Page No : 1

Groups Printed- Trucks

Start Time	Monument Rd Southbound					Atlantic Blvd Westbound					Live Oak Dr Northbound					Atlantic Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	1	4	1	0	6	13
06:15 AM	1	0	0	0	1	1	11	0	0	12	0	2	1	0	3	0	12	2	0	14	30
06:30 AM	2	0	0	0	2	1	10	0	0	11	0	0	0	0	0	0	16	2	0	18	31
06:45 AM	1	0	1	0	2	2	11	0	0	13	0	0	0	0	0	0	8	2	0	10	25
Total	4	0	1	0	5	5	37	0	0	42	1	2	1	0	4	1	40	7	0	48	99
07:00 AM	1	0	1	0	2	1	9	1	0	11	0	0	1	0	1	1	9	1	0	11	25
07:15 AM	2	1	1	0	4	0	9	0	0	9	0	0	1	0	1	0	10	0	0	10	24
07:30 AM	3	0	2	0	5	2	15	0	0	17	0	0	0	0	0	1	10	2	0	13	35
07:45 AM	2	1	3	0	6	0	6	3	0	9	0	0	0	0	0	1	16	2	0	19	34
Total	8	2	7	0	17	3	39	4	0	46	0	0	2	0	2	3	45	5	0	53	118
08:00 AM	5	2	3	0	10	0	10	2	0	12	2	1	0	0	3	2	16	1	0	19	44
08:15 AM	3	0	4	0	7	0	10	0	0	10	0	0	2	0	2	0	20	3	0	23	42
08:30 AM	0	0	1	0	1	0	8	0	0	8	0	0	1	0	1	0	19	4	0	23	33
08:45 AM	2	0	5	0	7	0	5	0	0	5	1	1	0	0	2	1	22	5	0	28	42
Total	10	2	13	0	25	0	33	2	0	35	3	2	3	0	8	3	77	13	0	93	161
Grand Total	22	4	21	0	47	8	109	6	0	123	4	4	6	0	14	7	162	25	0	194	378
Apprch %	46.8	8.5	44.7	0		6.5	88.6	4.9	0		28.6	28.6	42.9	0		3.6	83.5	12.9	0		
Total %	5.8	1.1	5.6	0	12.4	2.1	28.8	1.6	0	32.5	1.1	1.1	1.6	0	3.7	1.9	42.9	6.6	0	51.3	

Start Time	Monument Rd Southbound				Atlantic Blvd Westbound				Live Oak Dr Northbound				Atlantic Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	2	3	10	0	10	2	12	2	1	0	3	2	16	1	19	44
08:15 AM	3	0	4	7	0	10	0	10	0	0	2	2	0	20	3	23	42
08:30 AM	0	0	1	1	0	8	0	8	0	0	1	1	0	19	4	23	33
08:45 AM	2	0	5	7	0	5	0	5	1	1	0	2	1	22	5	28	42
Total Volume	10	2	13	25	0	33	2	35	3	2	3	8	3	77	13	93	161
% App. Total	40	8	52		0	94.3	5.7		37.5	25	37.5		3.2	82.8	14		
PHF	.500	.250	.650	.625	.000	.825	.250	.729	.375	.500	.375	.667	.375	.875	.650	.830	.915

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(888) 247-8602

File Name : 1- Monument Rd_ Live Oak Dr & Atlantic Blvd AM
 Site Code :
 Start Date : 10/16/2019
 Page No : 1

Groups Printed- Bicycles on Road

Start Time	Monument Rd Southbound					Atlantic Blvd Westbound					Live Oak Dr Northbound					Atlantic Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	50	0	0	50	0	50	0	0	50	0	0	0	0	0	0	0	0	0	0	

Start Time	Monument Rd Southbound				Atlantic Blvd Westbound				Live Oak Dr Northbound				Atlantic Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

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File Name : 1- Monument Rd_ Live Oak Dr & Atlantic Blvd AM
 Site Code :
 Start Date : 10/16/2019
 Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	Monument Rd Southbound					Atlantic Blvd Westbound					Live Oak Dr Northbound					Atlantic Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	3	3	0	0	0	5	5	0	0	0	0	0	8
Apprch %	0	0	0	0	0	0	0	0	100		0	0	0	100		0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	37.5	37.5	0	0	0	62.5	62.5	0	0	0	0	0	

Start Time	Monument Rd Southbound				Atlantic Blvd Westbound				Live Oak Dr Northbound				Atlantic Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates, Inc.

(888) 247-8602

File Name : 1- Monument Rd_ Live Oak Dr & Atlantic Blvd AM

Site Code :

Start Date : 10/16/2019

Page No : 1

Groups Printed- Combined

Start Time	Monument Rd Southbound					Atlantic Blvd Westbound					Live Oak Dr Northbound					Atlantic Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	16	1	15	1	33	11	217	2	0	230	9	1	1	2	13	4	123	10	0	137	413
06:15 AM	19	4	24	1	48	14	303	1	1	319	8	7	3	0	18	10	174	21	0	205	590
06:30 AM	20	5	27	0	52	22	415	2	0	439	8	9	5	0	22	7	281	11	0	299	812
06:45 AM	28	13	58	0	99	28	421	8	0	457	13	11	13	0	37	9	291	18	1	319	912
Total	83	23	124	2	232	75	1356	13	1	1445	38	28	22	2	90	30	869	60	1	960	2727
07:00 AM	35	35	53	0	123	37	551	13	0	601	7	12	9	0	28	10	280	22	0	312	1064
07:15 AM	55	43	70	0	168	34	614	11	6	665	18	13	10	9	50	17	363	29	0	409	1292
07:30 AM	43	43	90	0	176	62	609	13	3	687	12	15	7	7	41	21	419	32	0	472	1376
07:45 AM	42	49	93	1	185	80	414	18	4	516	10	19	9	3	41	21	408	50	0	479	1221
Total	175	170	306	1	652	213	2188	55	13	2469	47	59	35	19	160	69	1470	133	0	1672	4953
08:00 AM	60	43	95	1	199	71	430	20	0	521	19	29	9	1	58	29	387	34	0	450	1228
08:15 AM	37	41	80	0	158	79	482	16	2	579	11	23	15	1	50	11	390	28	0	429	1216
08:30 AM	41	34	95	1	171	53	477	17	1	548	16	13	14	0	43	14	400	35	0	449	1211
08:45 AM	51	27	78	0	156	56	398	4	0	458	15	23	15	1	54	21	356	45	0	422	1090
Total	189	145	348	2	684	259	1787	57	3	2106	61	88	53	3	205	75	1533	142	0	1750	4745
Grand Total	447	338	778	5	1568	547	5331	125	17	6020	146	175	110	24	455	174	3872	335	1	4382	12425
Apprch %	28.5	21.6	49.6	0.3		9.1	88.6	2.1	0.3		32.1	38.5	24.2	5.3		4	88.4	7.6	0		
Total %	3.6	2.7	6.3	0	12.6	4.4	42.9	1	0.1	48.5	1.2	1.4	0.9	0.2	3.7	1.4	31.2	2.7	0	35.3	

Start Time	Monument Rd Southbound				Atlantic Blvd Westbound				Live Oak Dr Northbound				Atlantic Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	55	43	70	168	34	614	11	659	18	13	10	41	17	363	29	409	1277
07:30 AM	43	43	90	176	62	609	13	684	12	15	7	34	21	419	32	472	1366
07:45 AM	42	49	93	184	80	414	18	512	10	19	9	38	21	408	50	479	1213
08:00 AM	60	43	95	198	71	430	20	521	19	29	9	57	29	387	34	450	1226
Total Volume	200	178	348	726	247	2067	62	2376	59	76	35	170	88	1577	145	1810	5082
% App. Total	27.5	24.5	47.9		10.4	87	2.6		34.7	44.7	20.6		4.9	87.1	8		
PHF	.833	.908	.916	.917	.772	.842	.775	.868	.776	.655	.875	.746	.759	.941	.725	.945	.930

Peggy Malone & Associates, Inc.

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Groups Printed- Cars

Start Time	Monument Rd Southbound					Atlantic Blvd Westbound					Live Oak Dr Northbound					Atlantic Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	66	24	83	0	173	59	259	10	1	329	9	48	34	0	91	18	312	87	0	417	1010
02:15 PM	66	21	68	0	155	82	325	14	1	422	11	29	26	0	66	16	361	65	0	442	1085
02:30 PM	64	32	101	0	197	51	333	15	0	399	10	30	22	1	63	15	348	75	0	438	1097
02:45 PM	89	30	77	0	196	68	285	14	2	369	14	36	36	1	87	22	337	73	0	432	1084
Total	285	107	329	0	721	260	1202	53	4	1519	44	143	118	2	307	71	1358	300	0	1729	4276
03:00 PM	65	33	84	0	182	81	350	16	2	449	21	30	21	1	73	23	393	89	0	505	1209
03:15 PM	64	39	101	0	204	67	363	17	0	447	17	52	31	0	100	19	459	85	0	563	1314
03:30 PM	70	28	107	0	205	69	374	16	1	460	17	33	27	2	79	24	457	79	0	560	1304
03:45 PM	70	34	82	0	186	68	337	14	1	420	13	43	34	0	90	23	472	71	0	566	1262
Total	269	134	374	0	777	285	1424	63	4	1776	68	158	113	3	342	89	1781	324	0	2194	5089
04:00 PM	63	24	110	0	197	62	333	22	0	417	16	34	14	0	64	18	503	81	0	602	1280
04:15 PM	82	32	81	0	195	53	409	20	1	483	16	50	33	0	99	19	514	74	0	607	1384
04:30 PM	74	35	102	0	211	73	385	22	0	480	13	35	25	3	76	18	539	97	0	654	1421
04:45 PM	85	37	84	0	206	71	406	17	1	495	26	47	27	0	100	21	529	79	0	629	1430
Total	304	128	377	0	809	259	1533	81	2	1875	71	166	99	3	339	76	2085	331	0	2492	5515
05:00 PM	84	32	97	0	213	75	423	25	5	528	25	56	24	3	108	15	615	87	0	717	1566
05:15 PM	72	46	95	4	217	58	420	19	3	500	22	73	41	3	139	21	498	72	0	591	1447
05:30 PM	56	39	98	0	193	77	442	19	0	538	16	44	36	3	99	23	539	100	0	662	1492
05:45 PM	83	32	96	3	214	74	338	20	4	436	19	55	33	1	108	27	449	67	0	543	1301
Total	295	149	386	7	837	284	1623	83	12	2002	82	228	134	10	454	86	2101	326	0	2513	5806
06:00 PM	73	24	85	0	182	77	374	25	1	477	20	31	31	0	82	23	468	97	0	588	1329
06:15 PM	75	35	91	1	202	62	353	7	1	423	17	53	37	0	107	17	422	61	0	500	1232
06:30 PM	87	24	65	1	177	76	317	21	0	414	19	34	26	0	79	13	363	83	0	459	1129
06:45 PM	75	23	79	0	177	62	198	15	0	275	20	43	34	0	97	16	331	65	0	412	961
Total	310	106	320	2	738	277	1242	68	2	1589	76	161	128	0	365	69	1584	306	0	1959	4651
Grand Total	1463	624	1786	9	3882	1365	7024	348	24	8761	341	856	592	18	1807	391	8909	1587	0	10887	25337
Apprch %	37.7	16.1	46	0.2		15.6	80.2	4	0.3		18.9	47.4	32.8	1		3.6	81.8	14.6	0		
Total %	5.8	2.5	7	0	15.3	5.4	27.7	1.4	0.1	34.6	1.3	3.4	2.3	0.1	7.1	1.5	35.2	6.3	0	43	

Start Time	Monument Rd Southbound				Atlantic Blvd Westbound				Live Oak Dr Northbound				Atlantic Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	85	37	84	206	71	406	17	494	26	47	27	100	21	529	79	629	1429
05:00 PM	84	32	97	213	75	423	25	523	25	56	24	105	15	615	87	717	1558
05:15 PM	72	46	95	213	58	420	19	497	22	73	41	136	21	498	72	591	1437
05:30 PM	56	39	98	193	77	442	19	538	16	44	36	96	23	539	100	662	1489
Total Volume	297	154	374	825	281	1691	80	2052	89	220	128	437	80	2181	338	2599	5913
% App. Total	36	18.7	45.3		13.7	82.4	3.9		20.4	50.3	29.3		3.1	83.9	13		
PHF	.874	.837	.954	.968	.912	.956	.800	.954	.856	.753	.780	.803	.870	.887	.845	.906	.949

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Groups Printed- Trucks

Start Time	Monument Rd Southbound					Atlantic Blvd Westbound					Live Oak Dr Northbound					Atlantic Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	2	0	1	0	3	2	20	1	0	23	2	0	0	0	2	1	5	1	0	7	35
02:15 PM	1	1	2	0	4	2	23	1	0	26	0	1	0	0	1	0	10	4	0	14	45
02:30 PM	0	3	1	0	4	1	20	1	0	22	1	0	0	0	1	0	14	3	0	17	44
02:45 PM	3	0	4	0	7	1	23	0	0	24	3	1	1	0	5	0	11	3	0	14	50
Total	6	4	8	0	18	6	86	3	0	95	6	2	1	0	9	1	40	11	0	52	174
03:00 PM	1	0	1	0	2	0	18	0	0	18	1	1	0	0	2	0	10	1	0	11	33
03:15 PM	0	0	1	0	1	0	19	0	0	19	0	0	2	0	2	0	14	3	0	17	39
03:30 PM	2	0	2	0	4	2	7	0	0	9	0	1	2	0	3	2	20	1	0	23	39
03:45 PM	5	2	1	0	8	4	20	1	0	25	0	0	2	0	2	0	13	1	0	14	49
Total	8	2	5	0	15	6	64	1	0	71	1	2	6	0	9	2	57	6	0	65	160
04:00 PM	3	0	1	0	4	1	13	0	0	14	0	1	1	0	2	0	11	2	0	13	33
04:15 PM	0	1	0	0	1	1	9	1	0	11	0	0	0	0	0	0	10	2	0	12	24
04:30 PM	2	0	2	0	4	1	17	0	0	18	0	0	1	0	1	0	6	2	0	8	31
04:45 PM	3	1	1	0	5	4	9	1	0	14	0	0	0	0	0	0	11	1	0	12	31
Total	8	2	4	0	14	7	48	2	0	57	0	1	2	0	3	0	38	7	0	45	119
05:00 PM	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	6	1	0	7	19
05:15 PM	0	3	0	0	3	3	7	0	0	10	0	0	0	0	0	1	4	3	0	8	21
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3	5
05:45 PM	1	0	1	0	2	1	9	1	0	11	1	1	0	0	2	1	5	1	0	7	22
Total	1	3	2	0	6	5	27	1	0	33	1	1	1	0	3	2	17	6	0	25	67
06:00 PM	3	1	0	0	4	0	5	0	0	5	0	0	0	0	0	1	12	0	0	13	22
06:15 PM	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	0	7	0	0	7	12
06:30 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	6
06:45 PM	2	1	0	0	3	2	2	1	0	5	0	0	0	0	0	1	0	0	0	1	9
Total	5	2	0	0	7	3	12	1	0	16	1	1	0	0	2	2	21	1	0	24	49
Grand Total	28	13	19	0	60	27	237	8	0	272	9	7	10	0	26	7	173	31	0	211	569
Apprch %	46.7	21.7	31.7	0		9.9	87.1	2.9	0		34.6	26.9	38.5	0		3.3	82	14.7	0		
Total %	4.9	2.3	3.3	0	10.5	4.7	41.7	1.4	0	47.8	1.6	1.2	1.8	0	4.6	1.2	30.4	5.4	0	37.1	

Start Time	Monument Rd Southbound				Atlantic Blvd Westbound				Live Oak Dr Northbound				Atlantic Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	2	0	1	3	2	20	1	23	2	0	0	2	1	5	1	7	35
02:15 PM	1	1	2	4	2	23	1	26	0	1	0	1	0	10	4	14	45
02:30 PM	0	3	1	4	1	20	1	22	1	0	0	1	0	14	3	17	44
02:45 PM	3	0	4	7	1	23	0	24	3	1	1	5	0	11	3	14	50
Total Volume	6	4	8	18	6	86	3	95	6	2	1	9	1	40	11	52	174
% App. Total	33.3	22.2	44.4		6.3	90.5	3.2		66.7	22.2	11.1		1.9	76.9	21.2		
PHF	.500	.333	.500	.643	.750	.935	.750	.913	.500	.500	.250	.450	.250	.714	.688	.765	.870

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Groups Printed- Bicycles on Road

Start Time	Monument Rd Southbound					Atlantic Blvd Westbound					Live Oak Dr Northbound					Atlantic Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	5
Apprch %	100	0	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
Total %	20	0	0	0	20	0	0	0	0	0	0	20	0	0	20	0	60	0	0	60	

Start Time	Monument Rd Southbound				Atlantic Blvd Westbound				Live Oak Dr Northbound				Atlantic Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.500	.000	.500	.375

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Groups Printed- Bicycles on Crosswalk

Start Time	Monument Rd Southbound					Atlantic Blvd Westbound					Live Oak Dr Northbound					Atlantic Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	4	4	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	1	0	0	0	1	1	0	0	0	7	7	0	0	0	0	0	9
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	0		
Total %	0	0	0	11.1	11.1	0	0	0	11.1	11.1	0	0	0	77.8	77.8	0	0	0	0	0	

Start Time	Monument Rd Southbound				Atlantic Blvd Westbound				Live Oak Dr Northbound				Atlantic Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 1- Monument Rd_ Live Oak Dr & Atlantic Blvd PM
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Groups Printed- Combined

Start Time	Monument Rd Southbound					Atlantic Blvd Westbound					Live Oak Dr Northbound					Atlantic Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	68	24	84	0	176	61	279	11	1	352	11	48	34	0	93	19	317	88	0	424	1045
02:15 PM	67	22	70	0	159	84	348	15	1	448	11	30	26	1	68	16	371	69	0	456	1131
02:30 PM	64	35	102	0	201	52	353	16	0	421	11	30	22	1	64	15	362	78	0	455	1141
02:45 PM	92	30	81	1	204	69	308	14	2	393	17	37	37	1	92	22	348	76	0	446	1135
Total	291	111	337	1	740	266	1288	56	4	1614	50	145	119	3	317	72	1398	311	0	1781	4452
03:00 PM	66	33	85	0	184	81	368	16	2	467	22	31	21	1	75	23	403	90	0	516	1242
03:15 PM	65	39	102	0	206	67	382	17	0	466	17	52	33	1	103	19	473	88	0	580	1355
03:30 PM	72	28	109	0	209	71	381	16	1	469	17	34	29	4	84	26	477	80	0	583	1345
03:45 PM	75	36	83	0	194	72	357	15	2	446	13	43	36	1	93	23	485	72	0	580	1313
Total	278	136	379	0	793	291	1488	64	5	1848	69	160	119	7	355	91	1838	330	0	2259	5255
04:00 PM	66	24	111	0	201	63	346	22	0	431	16	35	15	0	66	18	514	83	0	615	1313
04:15 PM	82	33	81	0	196	54	418	21	1	494	16	50	33	1	100	19	524	76	0	619	1409
04:30 PM	76	35	104	0	215	74	402	22	0	498	13	35	26	4	78	18	545	99	0	662	1453
04:45 PM	88	38	85	0	211	75	415	18	1	509	26	47	27	0	100	21	540	80	0	641	1461
Total	312	130	381	0	823	266	1581	83	2	1932	71	167	101	5	344	76	2123	338	0	2537	5636
05:00 PM	84	32	97	0	213	76	434	25	5	540	25	56	24	3	108	15	621	88	0	724	1585
05:15 PM	72	49	95	4	220	61	427	19	3	510	22	74	41	3	140	22	503	75	0	600	1470
05:30 PM	56	39	99	0	194	77	442	19	0	538	16	44	37	3	100	23	541	101	0	665	1497
05:45 PM	84	32	97	3	216	75	347	21	4	447	20	56	33	1	110	28	455	68	0	551	1324
Total	296	152	388	7	843	289	1650	84	12	2035	83	230	135	10	458	88	2120	332	0	2540	5876
06:00 PM	76	25	85	0	186	77	379	25	1	482	20	31	31	0	82	24	480	97	0	601	1351
06:15 PM	75	35	91	1	202	62	356	7	1	426	18	54	37	0	109	17	429	61	0	507	1244
06:30 PM	87	24	65	1	177	77	319	21	0	417	19	34	26	0	79	13	366	84	0	463	1136
06:45 PM	77	24	79	0	180	64	200	16	0	280	20	43	34	0	97	17	331	65	0	413	970
Total	315	108	320	2	745	280	1254	69	2	1605	77	162	128	0	367	71	1606	307	0	1984	4701
Grand Total	1492	637	1805	10	3944	1392	7261	356	25	9034	350	864	602	25	1841	398	9085	1618	0	11101	25920
Apprch %	37.8	16.2	45.8	0.3		15.4	80.4	3.9	0.3		1.4	46.9	32.7	1.4		3.6	81.8	14.6	0		
Total %	5.8	2.5	7	0	15.2	5.4	28	1.4	0.1	34.9	1.4	3.3	2.3	0.1	7.1	1.5	35.1	6.2	0	42.8	

Start Time	Monument Rd Southbound				Atlantic Blvd Westbound				Live Oak Dr Northbound				Atlantic Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	88	38	85	211	75	415	18	508	26	47	27	100	21	540	80	641	1460
05:00 PM	84	32	97	213	76	434	25	535	25	56	24	105	15	621	88	724	1577
05:15 PM	72	49	95	216	61	427	19	507	22	74	41	137	22	503	75	600	1460
05:30 PM	56	39	99	194	77	442	19	538	16	44	37	97	23	541	101	665	1494
Total Volume	300	158	376	834	289	1718	81	2088	89	221	129	439	81	2205	344	2630	5991
% App. Total	36	18.9	45.1		13.8	82.3	3.9		20.3	50.3	29.4		3.1	83.8	13.1		
PHF	.852	.806	.949	.965	.938	.972	.810	.970	.856	.747	.787	.801	.880	.888	.851	.908	.950

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 2- Monument Rd & Regency Square Blvd AM
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Groups Printed- Cars

Start Time	Monument Rd Southbound					Regency Square Blvd Westbound					Monument Blvd Northbound					Regency Square Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	1	26	0	0	27	3	3	2	0	8	0	16	4	1	21	7	0	2	0	9	65
06:15 AM	1	29	2	0	32	6	0	8	1	15	2	25	10	0	37	6	0	1	0	7	91
06:30 AM	9	43	4	0	56	5	1	7	3	16	1	31	13	0	45	20	0	2	0	22	139
06:45 AM	12	76	9	1	98	7	6	9	1	23	1	26	20	0	47	27	1	2	0	30	198
Total	23	174	15	1	213	21	10	26	5	62	4	98	47	1	150	60	1	7	0	68	493
07:00 AM	4	89	8	0	101	7	2	6	1	16	4	36	19	1	60	27	3	1	0	31	208
07:15 AM	6	116	11	0	133	13	7	18	2	40	6	48	23	0	77	50	3	3	0	56	306
07:30 AM	8	132	9	0	149	12	9	13	1	35	2	62	28	2	94	49	6	2	1	58	336
07:45 AM	26	121	20	0	167	17	8	19	1	45	6	60	46	0	112	54	12	9	0	75	399
Total	44	458	48	0	550	49	26	56	5	136	18	206	116	3	343	180	24	15	1	220	1249
08:00 AM	27	128	12	0	167	14	14	13	2	43	4	57	56	0	117	49	5	10	0	64	391
08:15 AM	29	103	7	1	140	21	5	15	0	41	3	65	41	0	109	52	4	15	0	71	361
08:30 AM	14	110	16	0	140	7	4	10	2	23	1	57	35	0	93	39	2	12	0	53	309
08:45 AM	16	87	12	0	115	14	5	5	0	24	1	56	39	0	96	23	2	6	0	31	266
Total	86	428	47	1	562	56	28	43	4	131	9	235	171	0	415	163	13	43	0	219	1327
Grand Total	153	1060	110	2	1325	126	64	125	14	329	31	539	334	4	908	403	38	65	1	507	3069
Apprch %	11.5	80	8.3	0.2		38.3	19.5	38	4.3		3.4	59.4	36.8	0.4		79.5	7.5	12.8	0.2		
Total %	5	34.5	3.6	0.1	43.2	4.1	2.1	4.1	0.5	10.7	1	17.6	10.9	0.1	29.6	13.1	1.2	2.1	0	16.5	

Start Time	Monument Rd Southbound				Regency Square Blvd Westbound				Monument Blvd Northbound				Regency Square Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	132	9	149	12	9	13	34	2	62	28	92	49	6	2	57	332
07:45 AM	26	121	20	167	17	8	19	44	6	60	46	112	54	12	9	75	398
08:00 AM	27	128	12	167	14	14	13	41	4	57	56	117	49	5	10	64	389
08:15 AM	29	103	7	139	21	5	15	41	3	65	41	109	52	4	15	71	360
Total Volume	90	484	48	622	64	36	60	160	15	244	171	430	204	27	36	267	1479
% App. Total	14.5	77.8	7.7		40	22.5	37.5		3.5	56.7	39.8		76.4	10.1	13.5		
PHF	.776	.917	.600	.931	.762	.643	.789	.909	.625	.938	.763	.919	.944	.563	.600	.890	.929

Peggy Malone & Associates, Inc.

(888) 247-8602

File Name : 2- Monument Rd & Regency Square Blvd AM

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Groups Printed- Trucks

Start Time	Monument Rd Southbound					Regency Square Blvd Westbound					Monument Blvd Northbound					Regency Square Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	4
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
06:30 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	7
06:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	10
Total	0	5	0	0	5	1	0	0	0	1	0	16	1	0	17	2	0	1	0	3	26
07:00 AM	0	2	0	0	2	2	0	0	0	2	0	1	0	0	1	1	0	0	0	1	6
07:15 AM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
07:30 AM	0	3	0	0	3	1	1	0	0	2	2	3	0	0	5	2	0	0	0	2	12
07:45 AM	0	4	0	0	4	1	0	1	0	2	0	3	0	0	3	2	0	0	0	2	11
Total	0	12	0	0	12	4	1	1	0	6	3	9	0	0	12	5	0	0	0	5	35
08:00 AM	0	6	0	0	6	1	0	1	0	2	1	2	0	0	3	2	0	0	0	2	13
08:15 AM	0	6	0	0	6	0	0	1	0	1	1	2	0	0	3	1	0	0	0	1	11
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	6
08:45 AM	0	6	0	0	6	0	0	0	0	0	0	2	2	0	4	1	0	1	0	2	12
Total	0	19	0	0	19	1	0	2	0	3	2	10	2	0	14	5	0	1	0	6	42
Grand Total	0	36	0	0	36	6	1	3	0	10	5	35	3	0	43	12	0	2	0	14	103
Apprch %	0	100	0	0		60	10	30	0		11.6	81.4	7	0		85.7	0	14.3	0		
Total %	0	35	0	0	35	5.8	1	2.9	0	9.7	4.9	34	2.9	0	41.7	11.7	0	1.9	0	13.6	

Start Time	Monument Rd Southbound				Regency Square Blvd Westbound				Monument Blvd Northbound				Regency Square Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	3	0	3	1	1	0	2	2	3	0	5	2	0	0	2	12
07:45 AM	0	4	0	4	1	0	1	2	0	3	0	3	2	0	0	2	11
08:00 AM	0	6	0	6	1	0	1	2	1	2	0	3	2	0	0	2	13
08:15 AM	0	6	0	6	0	0	1	1	1	2	0	3	1	0	0	1	11
Total Volume	0	19	0	19	3	1	3	7	4	10	0	14	7	0	0	7	47
% App. Total	0	100	0		42.9	14.3	42.9		28.6	71.4	0		100	0	0		
PHF	.000	.792	.000	.792	.750	.250	.750	.875	.500	.833	.000	.700	.875	.000	.000	.875	.904

Peggy Malone & Associates, Inc.
(888) 247-8602

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Groups Printed- Bicycles on Road

Start Time	Monument Rd Southbound					Regency Square Blvd Westbound					Monument Blvd Northbound					Regency Square Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	

Start Time	Monument Rd Southbound				Regency Square Blvd Westbound				Monument Blvd Northbound				Regency Square Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	

Peggy Malone & Associates, Inc.
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Groups Printed- Bicycles on Crosswalk

Start Time	Monument Rd Southbound					Regency Square Blvd Westbound					Monument Blvd Northbound					Regency Square Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	3
Grand Total	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	3
Apprch %	0	0	0	0	0	0	0	0	100	100	0	0	0	100	100	0	0	0	100	100	
Total %	0	0	0	0	0	0	0	0	33.3	33.3	0	0	0	33.3	33.3	0	0	0	33.3	33.3	

Start Time	Monument Rd Southbound				Regency Square Blvd Westbound				Monument Blvd Northbound				Regency Square Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates, Inc.

(888) 247-8602

File Name : 2- Monument Rd & Regency Square Blvd AM

Site Code :

Start Date : 10/16/2019

Page No : 1

Groups Printed- Combined

Start Time	Monument Rd Southbound					Regency Square Blvd Westbound					Monument Blvd Northbound					Regency Square Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	1	27	0	0	28	4	3	2	0	9	0	17	4	1	22	8	0	2	0	10	69
06:15 AM	1	29	2	0	32	7	0	8	1	16	2	30	10	0	42	6	0	1	0	7	97
06:30 AM	9	44	4	0	57	5	1	7	3	16	1	36	13	0	50	20	0	3	0	23	146
06:45 AM	12	79	9	1	101	7	6	9	1	23	1	31	21	0	53	28	1	2	0	31	208
Total	23	179	15	1	218	23	10	26	5	64	4	114	48	1	167	62	1	8	0	71	520
07:00 AM	4	91	8	0	103	9	2	6	1	18	4	37	19	1	61	28	3	1	0	32	214
07:15 AM	6	119	11	0	136	13	7	18	2	40	7	50	23	0	80	50	3	3	0	56	312
07:30 AM	8	135	9	0	152	13	10	13	1	37	4	65	28	2	99	51	6	2	1	60	348
07:45 AM	26	125	20	0	171	18	8	20	1	47	6	63	46	0	115	56	12	9	0	77	410
Total	44	470	48	0	562	53	27	57	5	142	21	215	116	3	355	185	24	15	1	225	1284
08:00 AM	27	134	12	0	173	15	14	14	3	46	5	59	56	0	120	51	5	10	1	67	406
08:15 AM	29	109	7	1	146	21	5	16	0	42	4	67	41	0	112	53	4	15	0	72	372
08:30 AM	14	111	16	0	141	7	4	10	2	23	1	61	35	1	98	40	2	12	0	54	316
08:45 AM	16	93	12	0	121	14	5	5	0	24	1	58	41	0	100	24	2	7	0	33	278
Total	86	447	47	1	581	57	28	45	5	135	11	245	173	1	430	168	13	44	1	226	1372
Grand Total	153	1096	110	2	1361	133	65	128	15	341	36	574	337	5	952	415	38	67	2	522	3176
Apprch %	11.2	80.5	8.1	0.1		39	19.1	37.5	4.4		3.8	60.3	35.4	0.5		79.5	7.3	12.8	0.4		
Total %	4.8	34.5	3.5	0.1	42.9	4.2	2	4	0.5	10.7	1.1	18.1	10.6	0.2	30	13.1	1.2	2.1	0.1	16.4	

Start Time	Monument Rd Southbound				Regency Square Blvd Westbound				Monument Blvd Northbound				Regency Square Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	135	9	152	13	10	13	36	4	65	28	97	51	6	2	59	344
07:45 AM	26	125	20	171	18	8	20	46	6	63	46	115	56	12	9	77	409
08:00 AM	27	134	12	173	15	14	14	43	5	59	56	120	51	5	10	66	402
08:15 AM	29	109	7	145	21	5	16	42	4	67	41	112	53	4	15	72	371
Total Volume	90	503	48	641	67	37	63	167	19	254	171	444	211	27	36	274	1526
% App. Total	14	78.5	7.5		40.1	22.2	37.7		4.3	57.2	38.5		77	9.9	13.1		
PHF	.776	.931	.600	.926	.798	.661	.788	.908	.792	.948	.763	.925	.942	.563	.600	.890	.933

Peggy Malone & Associates, Inc.

(888) 247-8602

File Name : 2- Monument Rd & Regency Square Blvd PM

Site Code :

Start Date : 10/16/2019

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Groups Printed- Trucks

Start Time	Monument Rd Southbound					Regency Square Blvd Westbound					Monument Blvd Northbound					Regency Square Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	6
02:15 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	9
02:30 PM	0	3	1	0	4	1	0	0	0	1	0	4	0	0	4	2	0	1	0	3	12
02:45 PM	0	4	0	0	4	2	0	1	0	3	0	5	0	0	5	0	0	0	0	0	12
Total	0	14	1	0	15	3	1	1	0	5	0	14	0	0	14	4	0	1	0	5	39
03:00 PM	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
03:15 PM	0	1	1	0	2	1	1	0	0	2	1	2	0	0	3	0	0	0	0	0	7
03:30 PM	0	3	0	0	3	2	0	1	0	3	1	2	0	0	3	0	1	0	0	1	10
03:45 PM	0	4	0	0	4	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	11
Total	0	9	1	0	10	6	1	2	0	9	2	9	0	0	11	0	1	0	0	1	31
04:00 PM	1	1	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	8
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
04:30 PM	0	3	0	0	3	0	1	1	0	2	0	4	0	0	4	0	0	0	0	0	9
04:45 PM	0	4	0	0	4	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	10
Total	1	9	0	0	10	1	1	2	0	4	0	16	0	0	16	0	0	1	0	1	31
05:00 PM	0	1	1	0	2	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	5
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	8
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:45 PM	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	0	1	0	0	1	9
Total	0	7	1	0	8	2	0	0	0	2	0	11	2	0	13	1	1	0	0	2	25
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
06:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
Grand Total	1	45	3	0	49	12	3	5	0	20	2	54	2	0	58	5	2	2	0	9	136
Apprch %	2	91.8	6.1	0		60	15	25	0		3.4	93.1	3.4	0		55.6	22.2	22.2	0		
Total %	0.7	33.1	2.2	0	36	8.8	2.2	3.7	0	14.7	1.5	39.7	1.5	0	42.6	3.7	1.5	1.5	0	6.6	

Start Time	Monument Rd Southbound				Regency Square Blvd Westbound				Monument Blvd Northbound				Regency Square Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	3	0	3	0	1	0	1	0	1	0	1	1	0	0	1	6
02:15 PM	0	4	0	4	0	0	0	0	0	4	0	4	1	0	0	1	9
02:30 PM	0	3	1	4	1	0	0	1	0	4	0	4	2	0	1	3	12
02:45 PM	0	4	0	4	2	0	1	3	0	5	0	5	0	0	0	0	12
Total Volume	0	14	1	15	3	1	1	5	0	14	0	14	4	0	1	5	39
% App. Total	0	93.3	6.7		60	20	20		0	100	0		80	0	20		
PHF	.000	.875	.250	.938	.375	.250	.250	.417	.000	.700	.000	.700	.500	.000	.250	.417	.813

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 2- Monument Rd & Regency Square Blvd PM
Site Code :
Start Date : 10/16/2019
Page No : 1

Groups Printed- Bicycles on Road

Start Time	Monument Rd Southbound					Regency Square Blvd Westbound					Monument Blvd Northbound					Regency Square Blvd Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	2
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	0	0	0	0	1	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	1	0	0	0	0	1	5
Apprch %	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0
Total %	0	0	0	0	0	40	0	0	0	40	0	40	0	0	40	20	0	0	0	0	20	0

Start Time	Monument Rd Southbound				Regency Square Blvd Westbound				Monument Blvd Northbound				Regency Square Blvd Eastbound				Int. Total				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total					
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1	2
Total Volume	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	1	0	3
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.000	.250	.000	.250	.375

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 2- Monument Rd & Regency Square Blvd PM
Site Code :
Start Date : 10/16/2019
Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	Monument Rd Southbound					Regency Square Blvd Westbound					Monument Blvd Northbound					Regency Square Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	4
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	25	25	0	0	0	0	0	0	0	0	75	75	

Start Time	Monument Rd Southbound				Regency Square Blvd Westbound				Monument Blvd Northbound				Regency Square Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates, Inc.

(888) 247-8602

File Name : 3- Monument Rd & N Regency Sq Blvd_Atrium Way AM

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Groups Printed- Cars

Start Time	Monument Rd Southbound					Atrium Way Westbound					Monument Rd Northbound					Regency Square Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	18	17	2	0	37	5	4	1	7	17	2	21	4	0	27	5	4	11	0	20	101
06:15 AM	20	27	3	0	50	10	6	4	3	23	0	33	12	1	46	4	1	19	0	24	143
06:30 AM	35	36	9	0	80	5	7	4	6	22	1	37	7	3	48	9	2	20	0	31	181
06:45 AM	31	69	6	0	106	5	4	8	1	18	1	20	25	1	47	14	5	18	0	37	208
Total	104	149	20	0	273	25	21	17	17	80	4	111	48	5	168	32	12	68	0	112	633
07:00 AM	35	80	10	0	125	7	15	4	1	27	5	34	9	0	48	22	10	23	0	55	255
07:15 AM	48	88	5	1	142	7	10	6	0	23	3	48	29	1	81	27	1	27	1	56	302
07:30 AM	53	113	4	0	170	10	3	6	1	20	4	45	36	0	85	32	5	27	0	64	339
07:45 AM	55	122	7	0	184	5	10	7	0	22	1	50	30	0	81	31	3	33	0	67	354
Total	191	403	26	1	621	29	38	23	2	92	13	177	104	1	295	112	19	110	1	242	1250
08:00 AM	55	132	7	0	194	6	4	5	1	16	2	61	37	1	101	31	9	37	0	77	388
08:15 AM	50	110	12	0	172	6	5	2	2	15	4	70	28	3	105	30	4	26	1	61	353
08:30 AM	32	104	14	0	150	6	2	5	2	15	1	57	21	0	79	28	4	42	1	75	319
08:45 AM	29	88	6	0	123	5	4	3	0	12	3	42	22	0	67	25	6	26	0	57	259
Total	166	434	39	0	639	23	15	15	5	58	10	230	108	4	352	114	23	131	2	270	1319
Grand Total	461	986	85	1	1533	77	74	55	24	230	27	518	260	10	815	258	54	309	3	624	3202
Apprch %	30.1	64.3	5.5	0.1		33.5	32.2	23.9	10.4		3.3	63.6	31.9	1.2		41.3	8.7	49.5	0.5		
Total %	14.4	30.8	2.7	0	47.9	2.4	2.3	1.7	0.7	7.2	0.8	16.2	8.1	0.3	25.5	8.1	1.7	9.7	0.1	19.5	

Start Time	Monument Rd Southbound				Atrium Way Westbound				Monument Rd Northbound				Regency Square Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	53	113	4	170	10	3	6	19	4	45	36	85	32	5	27	64	338
07:45 AM	55	122	7	184	5	10	7	22	1	50	30	81	31	3	33	67	354
08:00 AM	55	132	7	194	6	4	5	15	2	61	37	100	31	9	37	77	386
08:15 AM	50	110	12	172	6	5	2	13	4	70	28	102	30	4	26	60	347
Total Volume	213	477	30	720	27	22	20	69	11	226	131	368	124	21	123	268	1425
% App. Total	29.6	66.2	4.2		39.1	31.9	29		3	61.4	35.6		46.3	7.8	45.9		
PHF	.968	.903	.625	.928	.675	.550	.714	.784	.688	.807	.885	.902	.969	.583	.831	.870	.923

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 3- Monument Rd & N Regency Sq Blvd_Atrium Way AM
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Groups Printed- Trucks

Start Time	Monument Rd Southbound					Atrium Way Westbound					Monument Rd Northbound					Regency Square Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	2	2	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
06:15 AM	0	0	0	0	0	0	1	0	0	1	0	3	3	0	6	0	0	1	0	1	8
06:30 AM	0	1	0	0	1	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	8
06:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	7
Total	2	6	0	0	8	0	1	0	0	1	0	11	5	0	16	0	1	2	0	3	28
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	2	0	2	8
07:15 AM	2	2	0	0	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	7
07:30 AM	0	2	0	0	2	0	0	1	0	1	0	2	1	0	3	0	0	3	0	3	9
07:45 AM	1	3	0	0	4	0	1	0	0	1	0	3	0	0	3	0	0	3	0	3	11
Total	3	10	0	0	13	0	1	1	0	2	1	9	2	0	12	0	0	8	0	8	35
08:00 AM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	3	0	3	9
08:15 AM	1	2	0	0	3	0	1	0	0	1	0	2	0	0	2	0	0	2	0	2	8
08:30 AM	0	2	0	0	2	1	0	0	0	1	0	2	1	0	3	1	0	2	0	3	9
08:45 AM	0	6	0	0	6	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	13
Total	1	13	0	0	14	1	1	0	0	2	1	11	2	0	14	1	0	8	0	9	39
Grand Total	6	29	0	0	35	1	3	1	0	5	2	31	9	0	42	1	1	18	0	20	102
Apprch %	17.1	82.9	0	0		20	60	20	0		4.8	73.8	21.4	0		5	5	90	0		
Total %	5.9	28.4	0	0	34.3	1	2.9	1	0	4.9	2	30.4	8.8	0	41.2	1	1	17.6	0	19.6	

Start Time	Monument Rd Southbound				Atrium Way Westbound				Monument Rd Northbound				Regency Square Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	3	0	3	0	0	0	0	1	2	0	3	0	0	3	3	9
08:15 AM	1	2	0	3	0	1	0	1	0	2	0	2	0	0	2	2	8
08:30 AM	0	2	0	2	1	0	0	1	0	2	1	3	1	0	2	3	9
08:45 AM	0	6	0	6	0	0	0	0	0	5	1	6	0	0	1	1	13
Total Volume	1	13	0	14	1	1	0	2	1	11	2	14	1	0	8	9	39
% App. Total	7.1	92.9	0		50	50	0		7.1	78.6	14.3		11.1	0	88.9		
PHF	.250	.542	.000	.583	.250	.250	.000	.500	.250	.550	.500	.583	.250	.000	.667	.750	.750

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 3- Monument Rd & N Regency Sq Blvd_Atrium Way AM
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Groups Printed- Bicycles on Road

Start Time	Monument Rd Southbound					Atrium Way Westbound					Monument Rd Northbound					Regency Square Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0

Start Time	Monument Rd Southbound				Atrium Way Westbound				Monument Rd Northbound				Regency Square Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 3- Monument Rd & N Regency Sq Blvd_Atrium Way AM
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Groups Printed- Bicycles on Crosswalk

Start Time	Monument Rd Southbound					Atrium Way Westbound					Monument Rd Northbound					Regency Square Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	4	4	0	0	0	1	1	0	0	0	0	0	5
Apprch %	0	0	0	0	0	0	0	0	100	100	0	0	0	100	100	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	80	80	0	0	0	20	20	0	0	0	0	0	

Start Time	Monument Rd Southbound				Atrium Way Westbound				Monument Rd Northbound				Regency Square Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates, Inc.

(888) 247-8602

File Name : 3- Monument Rd & N Regency Sq Blvd_Atrium Way AM

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Groups Printed- Combined

Start Time	Monument Rd Southbound					Atrium Way Westbound					Monument Rd Northbound					Regency Square Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	20	19	2	0	41	5	4	1	7	17	2	22	4	0	28	5	4	11	0	20	106
06:15 AM	20	27	3	0	50	10	7	4	3	24	0	36	15	1	52	4	1	20	0	25	151
06:30 AM	35	37	9	0	81	5	7	4	9	25	1	42	8	3	54	9	2	21	0	32	192
06:45 AM	31	72	6	0	109	5	4	8	1	18	1	22	26	1	50	14	6	18	0	38	215
Total	106	155	20	0	281	25	22	17	20	84	4	122	53	5	184	32	13	70	0	115	664
07:00 AM	35	83	10	0	128	7	15	4	1	27	5	36	10	0	51	22	10	25	0	57	263
07:15 AM	50	90	5	1	146	7	10	6	0	23	4	50	29	1	84	27	1	27	1	56	309
07:30 AM	53	115	4	0	172	10	3	7	2	22	4	47	37	1	89	32	5	30	0	67	350
07:45 AM	56	125	7	0	188	5	11	7	0	23	1	53	30	0	84	31	3	36	0	70	365
Total	194	413	26	1	634	29	39	24	3	95	14	186	106	2	308	112	19	118	1	250	1287
08:00 AM	55	135	7	0	197	6	4	5	1	16	3	63	37	1	104	31	9	40	0	80	397
08:15 AM	51	112	12	0	175	6	6	2	2	16	4	72	28	3	107	30	4	28	1	63	361
08:30 AM	32	106	14	0	152	7	2	5	2	16	1	60	22	0	83	29	4	44	1	78	329
08:45 AM	29	94	6	0	129	5	4	3	0	12	3	47	23	0	73	25	6	27	0	58	272
Total	167	447	39	0	653	24	16	15	5	60	11	242	110	4	367	115	23	139	2	279	1359
Grand Total	467	1015	85	1	1568	78	77	56	28	239	29	550	269	11	859	259	55	327	3	644	3310
Apprch %	29.8	64.7	5.4	0.1		32.6	32.2	23.4	11.7		3.4	64	31.3	1.3		40.2	8.5	50.8	0.5		
Total %	14.1	30.7	2.6	0	47.4	2.4	2.3	1.7	0.8	7.2	0.9	16.6	8.1	0.3	26	7.8	1.7	9.9	0.1	19.5	

Start Time	Monument Rd Southbound				Atrium Way Westbound				Monument Rd Northbound				Regency Square Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	53	115	4	172	10	3	7	20	4	47	37	88	32	5	30	67	347
07:45 AM	56	125	7	188	5	11	7	23	1	53	30	84	31	3	36	70	365
08:00 AM	55	135	7	197	6	4	5	15	3	63	37	103	31	9	40	80	395
08:15 AM	51	112	12	175	6	6	2	14	4	72	28	104	30	4	28	62	355
Total Volume	215	487	30	732	27	24	21	72	12	235	132	379	124	21	134	279	1462
% App. Total	29.4	66.5	4.1		37.5	33.3	29.2		3.2	62	34.8		44.4	7.5	48		
PHF	.960	.902	.625	.929	.675	.545	.750	.783	.750	.816	.892	.911	.969	.583	.838	.872	.925

Peggy Malone & Associates, Inc.

(888) 247-8602

File Name : 3- Monument Rd & N Regency Sq Blvd_Atrium Way PM
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Groups Printed- Cars

Start Time	Monument Rd Southbound					Atrium Way Westbound					Monument Rd Northbound					Regency Square Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	27	88	4	0	119	9	2	8	1	20	7	102	42	1	152	35	6	50	0	91	382
02:15 PM	41	91	6	0	138	5	14	6	0	25	4	100	42	0	146	34	7	38	0	79	388
02:30 PM	34	94	16	0	144	8	8	7	14	37	5	112	42	3	162	30	2	43	0	75	418
02:45 PM	37	102	9	0	148	11	10	6	2	29	2	105	45	2	154	26	6	52	0	84	415
Total	139	375	35	0	549	33	34	27	17	111	18	419	171	6	614	125	21	183	0	329	1603
03:00 PM	36	97	8	1	142	17	5	10	2	34	4	119	38	0	161	37	9	68	3	117	454
03:15 PM	36	121	4	0	161	8	7	3	3	21	1	157	45	0	203	46	11	51	2	110	495
03:30 PM	23	114	5	0	142	3	3	4	2	12	5	122	47	1	175	42	7	58	0	107	436
03:45 PM	31	112	6	2	151	10	5	2	6	23	8	122	36	1	167	29	8	59	1	97	438
Total	126	444	23	3	596	38	20	19	13	90	18	520	166	2	706	154	35	236	6	431	1823
04:00 PM	34	112	12	0	158	11	9	5	1	26	10	128	45	1	184	50	11	73	0	134	502
04:15 PM	32	84	7	0	123	9	5	5	0	19	5	124	40	0	169	38	6	34	1	79	390
04:30 PM	35	114	13	1	163	6	6	6	3	21	2	143	51	0	196	43	8	54	0	105	485
04:45 PM	40	105	6	0	151	11	8	7	1	27	9	166	36	1	212	25	10	75	0	110	500
Total	141	415	38	1	595	37	28	23	5	93	26	561	172	2	761	156	35	236	1	428	1877
05:00 PM	32	112	5	0	149	11	8	9	4	32	7	182	34	1	224	36	12	77	0	125	530
05:15 PM	40	101	10	2	153	9	9	4	2	24	5	187	40	1	233	41	5	68	0	114	524
05:30 PM	32	116	12	2	162	3	7	5	4	19	7	172	59	1	239	28	10	73	0	111	531
05:45 PM	41	105	9	0	155	5	8	9	1	23	4	161	48	0	213	40	10	68	2	120	511
Total	145	434	36	4	619	28	32	27	11	98	23	702	181	3	909	145	37	286	2	470	2096
06:00 PM	40	109	10	1	160	8	8	5	0	21	6	145	54	0	205	31	12	76	0	119	505
06:15 PM	43	113	5	2	163	10	4	7	5	26	8	139	53	1	201	37	11	50	0	98	488
06:30 PM	47	111	11	1	170	9	3	7	2	21	4	131	39	0	174	31	3	59	0	93	458
06:45 PM	41	96	9	0	146	8	3	4	0	15	4	122	34	0	160	26	11	58	0	95	416
Total	171	429	35	4	639	35	18	23	7	83	22	537	180	1	740	125	37	243	0	405	1867
Grand Total	722	2097	167	12	2998	171	132	119	53	475	107	2739	870	14	3730	705	165	1184	9	2063	9266
Apprch %	24.1	69.9	5.6	0.4		36	27.8	25.1	11.2		2.9	73.4	23.3	0.4		34.2	8	57.4	0.4		
Total %	7.8	22.6	1.8	0.1	32.4	1.8	1.4	1.3	0.6	5.1	1.2	29.6	9.4	0.2	40.3	7.6	1.8	12.8	0.1	22.3	

Start Time	Monument Rd Southbound				Atrium Way Westbound				Monument Rd Northbound				Regency Square Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	32	112	5	149	11	8	9	28	7	182	34	223	36	12	77	125	525
05:15 PM	40	101	10	151	9	9	4	22	5	187	40	232	41	5	68	114	519
05:30 PM	32	116	12	160	3	7	5	15	7	172	59	238	28	10	73	111	524
05:45 PM	41	105	9	155	5	8	9	22	4	161	48	213	40	10	68	118	508
Total Volume	145	434	36	615	28	32	27	87	23	702	181	906	145	37	286	468	2076
% App. Total	23.6	70.6	5.9		32.2	36.8	31		2.5	77.5	20		31	7.9	61.1		
PHF	.884	.935	.750	.961	.636	.889	.750	.777	.821	.939	.767	.952	.884	.771	.929	.936	.989

Peggy Malone & Associates, Inc.

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File Name : 3- Monument Rd & N Regency Sq Blvd_Atrium Way PM

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Groups Printed- Trucks

Start Time	Monument Rd Southbound					Atrium Way Westbound					Monument Rd Northbound					Regency Square Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	4
02:15 PM	0	4	0	0	4	0	0	0	0	0	0	4	1	0	5	2	0	0	0	2	11
02:30 PM	1	2	0	0	3	0	0	0	0	0	0	3	2	0	5	0	0	1	0	1	9
02:45 PM	1	2	0	0	3	1	0	0	0	1	1	5	2	0	8	2	1	0	0	3	15
Total	2	9	0	0	11	1	0	0	0	1	1	12	6	0	19	6	1	1	0	8	39
03:00 PM	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	0	0	3	0	3	7
03:15 PM	2	4	1	0	7	0	0	0	0	0	0	4	1	0	5	0	1	3	0	4	16
03:30 PM	0	1	0	0	1	1	0	1	0	2	0	3	0	0	3	1	0	2	0	3	9
03:45 PM	1	4	1	0	6	0	0	0	0	0	1	4	1	0	6	0	0	0	0	0	12
Total	3	11	2	0	16	1	1	1	0	3	2	11	2	0	15	1	1	8	0	10	44
04:00 PM	2	1	0	0	3	0	0	0	0	0	1	2	0	0	3	1	0	2	0	3	9
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	2	2	0	4	0	1	2	0	3	8
04:30 PM	2	3	0	0	5	0	0	0	0	0	0	2	1	0	3	1	0	2	0	3	11
04:45 PM	1	3	0	0	4	0	0	1	0	1	0	4	1	0	5	0	0	1	0	1	11
Total	5	7	0	0	12	0	0	2	0	2	1	10	4	0	15	2	1	7	0	10	39
05:00 PM	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	1	0	1	0	2	7
05:15 PM	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	9
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	2	0	3	6
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	2	0	5	1	0	0	0	1	8
Total	0	7	0	0	7	0	0	1	0	1	1	11	3	0	15	3	0	4	0	7	30
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
06:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	0	1	0	2	4
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
Total	0	4	0	0	4	0	0	0	0	0	1	3	1	0	5	2	1	1	0	4	13
Grand Total	10	38	2	0	50	2	1	4	0	7	6	47	16	0	69	14	4	21	0	39	165
Apprch %	20	76	4	0		28.6	14.3	57.1	0		8.7	68.1	23.2	0		35.9	10.3	53.8	0		
Total %	6.1	23	1.2	0	30.3	1.2	0.6	2.4	0	4.2	3.6	28.5	9.7	0	41.8	8.5	2.4	12.7	0	23.6	

Start Time	Monument Rd Southbound				Atrium Way Westbound				Monument Rd Northbound				Regency Square Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	1	2	0	3	0	0	0	0	0	3	2	5	0	0	1	1	9
02:45 PM	1	2	0	3	1	0	0	1	1	5	2	8	2	1	0	3	15
03:00 PM	0	2	0	2	0	1	0	1	1	0	0	1	0	0	3	3	7
03:15 PM	2	4	1	7	0	0	0	0	0	4	1	5	0	1	3	4	16
Total Volume	4	10	1	15	1	1	0	2	2	12	5	19	2	2	7	11	47
% App. Total	26.7	66.7	6.7		50	50	0		10.5	63.2	26.3		18.2	18.2	63.6		
PHF	.500	.625	.250	.536	.250	.250	.000	.500	.500	.600	.625	.594	.250	.500	.583	.688	.734

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Groups Printed- Bicycles on Road

Start Time	Monument Rd Southbound					Atrium Way Westbound					Monument Rd Northbound					Regency Square Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:00 PM	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	4
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	3	0	0	3	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	7
Apprch %	0	100	0	0		100	0	0	0		66.7	33.3	0	0		0	0	0	0		
Total %	0	42.9	0	0	42.9	14.3	0	0	0	14.3	28.6	14.3	0	0	42.9	0	0	0	0	0	

Start Time	Monument Rd Southbound				Atrium Way Westbound				Monument Rd Northbound				Regency Square Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	1	0	0	1	1	0	0	1	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	1	0	1	1	0	0	1	2	1	0	3	0	0	0	0	5
% App. Total	0	100	0		100	0	0		66.7	33.3	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.500	.250	.000	.750	.000	.000	.000	.000	.417

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Groups Printed- Bicycles on Crosswalk

Start Time	Monument Rd Southbound					Atrium Way Westbound					Monument Rd Northbound					Regency Square Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	4
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	1	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	11
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	0		
Total %	0	0	0	9.1	9.1	0	0	0	90.9	90.9	0	0	0	0	0	0	0	0	0	0	

Start Time	Monument Rd Southbound				Atrium Way Westbound				Monument Rd Northbound				Regency Square Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates, Inc.
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File Name : 3- Monument Rd & N Regency Sq Blvd_Atrium Way PM
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Groups Printed- Combined

Start Time	Monument Rd Southbound					Atrium Way Westbound					Monument Rd Northbound					Regency Square Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	27	89	4	1	121	9	2	8	2	21	7	102	43	1	153	37	6	50	0	93	388
02:15 PM	41	95	6	0	142	5	14	6	0	25	4	104	43	0	151	36	7	38	0	81	399
02:30 PM	35	96	16	0	147	8	8	7	14	37	5	115	44	3	167	30	2	44	0	76	427
02:45 PM	38	105	9	0	152	12	10	6	4	32	3	110	47	2	162	28	7	52	0	87	433
Total	141	385	35	1	562	34	34	27	20	115	19	431	177	6	633	131	22	184	0	337	1647
03:00 PM	36	99	8	1	144	17	6	10	2	35	5	119	38	0	162	37	9	71	3	120	461
03:15 PM	38	125	5	0	168	8	7	3	4	22	1	161	46	0	208	46	12	54	2	114	512
03:30 PM	23	115	5	0	143	4	3	5	2	14	5	125	47	1	178	43	7	60	0	110	445
03:45 PM	32	116	7	2	157	10	5	2	7	24	9	126	37	1	173	29	8	59	1	97	451
Total	129	455	25	3	612	39	21	20	15	95	20	531	168	2	721	155	36	244	6	441	1869
04:00 PM	36	113	12	0	161	11	9	5	1	26	11	130	45	1	187	51	11	75	0	137	511
04:15 PM	32	84	7	0	123	9	5	6	0	20	5	126	42	0	173	38	7	36	1	82	398
04:30 PM	37	117	13	1	168	6	6	6	3	21	2	146	52	0	200	44	8	56	0	108	497
04:45 PM	41	108	6	0	155	11	8	8	2	29	9	170	37	1	217	25	10	76	0	111	512
Total	146	422	38	1	607	37	28	25	6	96	27	572	176	2	777	158	36	243	1	438	1918
05:00 PM	32	114	5	0	151	12	8	10	6	36	9	184	34	1	228	37	12	78	0	127	542
05:15 PM	40	104	10	2	156	9	9	4	3	25	6	191	41	1	239	41	5	69	0	115	535
05:30 PM	32	117	12	2	163	3	7	5	4	19	7	174	59	1	241	29	10	75	0	114	537
05:45 PM	41	107	9	0	157	5	8	9	1	23	4	164	50	0	218	41	10	68	2	121	519
Total	145	442	36	4	627	29	32	28	14	103	26	713	184	3	926	148	37	290	2	477	2133
06:00 PM	40	112	10	1	163	8	8	5	0	21	6	145	54	0	205	31	12	76	0	119	508
06:15 PM	43	114	5	2	164	10	4	7	5	26	8	141	54	1	204	37	11	50	0	98	492
06:30 PM	47	111	11	1	170	9	3	7	3	22	5	132	39	0	176	32	3	60	0	95	463
06:45 PM	41	97	9	0	147	8	3	4	0	15	4	122	34	0	160	27	12	58	0	97	419
Total	171	434	35	4	644	35	18	23	8	84	23	540	181	1	745	127	38	244	0	409	1882
Grand Total	732	2138	169	13	3052	174	133	123	63	493	115	2787	886	14	3802	719	169	1205	9	2102	9449
Apprch %	24	70.1	5.5	0.4		35.3	27	24.9	12.8		3	73.3	23.3	0.4		34.2	8	57.3	0.4		
Total %	7.7	22.6	1.8	0.1	32.3	1.8	1.4	1.3	0.7	5.2	1.2	29.5	9.4	0.1	40.2	7.6	1.8	12.8	0.1	22.2	

Start Time	Monument Rd Southbound				Atrium Way Westbound				Monument Rd Northbound				Regency Square Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	32	114	5	151	12	8	10	30	9	184	34	227	37	12	78	127	535
05:15 PM	40	104	10	154	9	9	4	22	6	191	41	238	41	5	69	115	529
05:30 PM	32	117	12	161	3	7	5	15	7	174	59	240	29	10	75	114	530
05:45 PM	41	107	9	157	5	8	9	22	4	164	50	218	41	10	68	119	516
Total Volume	145	442	36	623	29	32	28	89	26	713	184	923	148	37	290	475	2110
% App. Total	23.3	70.9	5.8		32.6	36	31.5		2.8	77.2	19.9		31.2	7.8	61.1		
PHF	.884	.944	.750	.967	.604	.889	.700	.742	.722	.933	.780	.961	.902	.771	.929	.935	.986

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Groups Printed- Cars

Start Time	Monument Rd Southbound					Tredinick Pkwy Westbound					Monument Rd Northbound					Tredinick Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	45	18	7	0	70	2	2	2	1	7	2	63	5	0	70	3	4	44	0	51	198
06:15 AM	80	38	13	0	131	1	8	0	4	13	6	75	13	0	94	5	2	65	0	72	310
06:30 AM	92	62	17	0	171	5	8	3	0	16	6	91	11	0	108	1	8	51	0	60	355
06:45 AM	102	75	19	0	196	6	13	6	0	25	3	73	11	0	87	4	3	53	0	60	368
Total	319	193	56	0	568	14	31	11	5	61	17	302	40	0	359	13	17	213	0	243	1231
07:00 AM	105	92	32	0	229	5	8	6	0	19	2	84	17	0	103	9	2	62	0	73	424
07:15 AM	173	102	25	0	300	9	8	6	0	23	6	105	19	0	130	14	5	68	0	87	540
07:30 AM	118	105	21	0	244	2	8	8	0	18	7	90	20	0	117	37	1	107	0	145	524
07:45 AM	107	138	20	0	265	5	3	5	0	13	6	94	17	0	117	21	3	69	0	93	488
Total	503	437	98	0	1038	21	27	25	0	73	21	373	73	0	467	81	11	306	0	398	1976
08:00 AM	139	141	29	0	309	5	10	8	0	23	9	110	19	0	138	18	4	64	0	86	556
08:15 AM	134	137	22	0	293	3	9	11	0	23	4	115	24	0	143	14	0	60	0	74	533
08:30 AM	126	112	31	0	269	2	12	7	0	21	9	82	27	0	118	20	5	48	0	73	481
08:45 AM	114	98	25	0	237	10	6	4	0	20	2	91	8	0	101	12	3	61	0	76	434
Total	513	488	107	0	1108	20	37	30	0	87	24	398	78	0	500	64	12	233	0	309	2004
Grand Total	1335	1118	261	0	2714	55	95	66	5	221	62	1073	191	0	1326	158	40	752	0	950	5211
Apprch %	49.2	41.2	9.6	0		24.9	43	29.9	2.3		4.7	80.9	14.4	0		16.6	4.2	79.2	0		
Total %	25.6	21.5	5	0	52.1	1.1	1.8	1.3	0.1	4.2	1.2	20.6	3.7	0	25.4	3	0.8	14.4	0	18.2	

Start Time	Monument Rd Southbound				Tredinick Pkwy Westbound				Monument Rd Northbound				Tredinick Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	173	102	25	300	9	8	6	23	6	105	19	130	14	5	68	87	540
07:30 AM	118	105	21	244	2	8	8	18	7	90	20	117	37	1	107	145	524
07:45 AM	107	138	20	265	5	3	5	13	6	94	17	117	21	3	69	93	488
08:00 AM	139	141	29	309	5	10	8	23	9	110	19	138	18	4	64	86	556
Total Volume	537	486	95	1118	21	29	27	77	28	399	75	502	90	13	308	411	2108
% App. Total	48	43.5	8.5		27.3	37.7	35.1		5.6	79.5	14.9		21.9	3.2	74.9		
PHF	.776	.862	.819	.905	.583	.725	.844	.837	.778	.907	.938	.909	.608	.650	.720	.709	.948

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Groups Printed- Trucks

Start Time	Monument Rd Southbound					Tredinick Pkwy Westbound					Monument Rd Northbound					Tredinick Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	2	4	5	0	11	0	2	0	0	2	0	1	1	0	2	0	1	2	0	3	18
06:15 AM	2	0	5	0	7	1	0	0	0	1	0	4	1	0	5	0	1	2	0	3	16
06:30 AM	2	0	1	0	3	1	1	0	0	2	0	5	1	0	6	1	0	3	0	4	15
06:45 AM	0	1	2	0	3	0	1	0	0	1	0	1	1	0	2	1	0	1	0	2	8
Total	6	5	13	0	24	2	4	0	0	6	0	11	4	0	15	2	2	8	0	12	57
07:00 AM	1	3	6	0	10	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	15
07:15 AM	0	1	1	0	2	3	1	0	0	4	0	3	1	0	4	2	0	5	0	7	17
07:30 AM	2	3	2	0	7	0	0	1	0	1	1	2	2	0	5	0	1	1	0	2	15
07:45 AM	1	2	2	0	5	2	0	0	0	2	0	3	4	0	7	1	1	3	0	5	19
Total	4	9	11	0	24	5	1	1	0	7	1	9	7	0	17	3	2	13	0	18	66
08:00 AM	1	2	5	0	8	0	1	0	0	1	1	4	0	0	5	0	3	9	0	12	26
08:15 AM	3	1	2	0	6	0	1	1	0	2	0	1	1	0	2	2	0	6	0	8	18
08:30 AM	2	1	3	0	6	1	1	0	0	2	1	6	0	0	7	1	1	4	0	6	21
08:45 AM	1	4	2	0	7	2	0	0	0	2	2	0	1	0	3	1	0	3	0	4	16
Total	7	8	12	0	27	3	3	1	0	7	4	11	2	0	17	4	4	22	0	30	81
Grand Total	17	22	36	0	75	10	8	2	0	20	5	31	13	0	49	9	8	43	0	60	204
Apprch %	22.7	29.3	48	0		50	40	10	0		10.2	63.3	26.5	0		15	13.3	71.7	0		
Total %	8.3	10.8	17.6	0	36.8	4.9	3.9	1	0	9.8	2.5	15.2	6.4	0	24	4.4	3.9	21.1	0	29.4	

Start Time	Monument Rd Southbound				Tredinick Pkwy Westbound				Monument Rd Northbound				Tredinick Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	2	2	5	2	0	0	2	0	3	4	7	1	1	3	5	19
08:00 AM	1	2	5	8	0	1	0	1	1	4	0	5	0	3	9	12	26
08:15 AM	3	1	2	6	0	1	1	2	0	1	1	2	2	0	6	8	18
08:30 AM	2	1	3	6	1	1	0	2	1	6	0	7	1	1	4	6	21
Total Volume	7	6	12	25	3	3	1	7	2	14	5	21	4	5	22	31	84
% App. Total	28	24	48		42.9	42.9	14.3		9.5	66.7	23.8		12.9	16.1	71		
PHF	.583	.750	.600	.781	.375	.750	.250	.875	.500	.583	.313	.750	.500	.417	.611	.646	.808

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Groups Printed- Bicycles on Road

Start Time	Monument Rd Southbound					Tredinick Pkwy Westbound					Monument Rd Northbound					Tredinick Pkwy Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Total	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Grand Total	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
Apprch %	100	0	0	0		0	0	0	0		50	50	0	0		0	0	0	0			
Total %	33.3	0	0	0	33.3	0	0	0	0	0	33.3	33.3	0	0	66.7	0	0	0	0	0		

Start Time	Monument Rd Southbound				Tredinick Pkwy Westbound				Monument Rd Northbound				Tredinick Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	
Total Volume	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	

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Groups Printed- Bicycles on Crosswalk

Start Time	Monument Rd Southbound					Tredinick Pkwy Westbound					Monument Rd Northbound					Tredinick Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	50	50	0	0	0	0	0	0	0	0	50	50	

Start Time	Monument Rd Southbound				Tredinick Pkwy Westbound				Monument Rd Northbound				Tredinick Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Combined

Start Time	Monument Rd Southbound					Tredinick Pkwy Westbound					Monument Rd Northbound					Tredinick Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	47	22	12	0	81	2	4	2	1	9	2	65	6	0	73	3	5	46	0	54	217
06:15 AM	82	38	18	0	138	2	8	0	4	14	6	79	14	0	99	5	3	67	0	75	326
06:30 AM	94	62	18	0	174	6	9	3	0	18	6	96	12	0	114	2	8	54	0	64	370
06:45 AM	102	76	21	0	199	6	14	6	0	26	3	74	12	0	89	5	3	54	0	62	376
Total	325	198	69	0	592	16	35	11	5	67	17	314	44	0	375	15	19	221	0	255	1289
07:00 AM	106	95	38	0	239	5	8	6	1	20	2	85	17	0	104	9	2	66	0	77	440
07:15 AM	173	103	26	0	302	12	9	6	0	27	6	108	20	0	134	16	5	73	0	94	557
07:30 AM	120	108	23	0	251	2	8	9	0	19	8	92	22	0	122	37	2	108	0	147	539
07:45 AM	108	140	22	0	270	7	3	5	0	15	6	97	21	0	124	22	4	72	1	99	508
Total	507	446	109	0	1062	26	28	26	1	81	22	382	80	0	484	84	13	319	1	417	2044
08:00 AM	140	143	34	0	317	5	11	8	0	24	10	114	19	0	143	18	7	73	0	98	582
08:15 AM	137	138	24	0	299	3	10	12	0	25	4	116	25	0	145	16	0	66	0	82	551
08:30 AM	128	113	34	0	275	3	13	7	0	23	10	88	27	0	125	21	6	52	0	79	502
08:45 AM	116	102	27	0	245	12	6	4	0	22	5	91	9	0	105	13	3	64	0	80	452
Total	521	496	119	0	1136	23	40	31	0	94	29	409	80	0	518	68	16	255	0	339	2087
Grand Total	1353	1140	297	0	2790	65	103	68	6	242	68	1105	204	0	1377	167	48	795	1	1011	5420
Apprch %	48.5	40.9	10.6	0		26.9	42.6	28.1	2.5		4.9	80.2	14.8	0		16.5	4.7	78.6	0.1		
Total %	25	21	5.5	0	51.5	1.2	1.9	1.3	0.1	4.5	1.3	20.4	3.8	0	25.4	3.1	0.9	14.7	0	18.7	

Start Time	Monument Rd Southbound				Tredinick Pkwy Westbound				Monument Rd Northbound				Tredinick Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	173	103	26	302	12	9	6	27	6	108	20	134	16	5	73	94	557
07:30 AM	120	108	23	251	2	8	9	19	8	92	22	122	37	2	108	147	539
07:45 AM	108	140	22	270	7	3	5	15	6	97	21	124	22	4	72	98	507
08:00 AM	140	143	34	317	5	11	8	24	10	114	19	143	18	7	73	98	582
Total Volume	541	494	105	1140	26	31	28	85	30	411	82	523	93	18	326	437	2185
% App. Total	47.5	43.3	9.2		30.6	36.5	32.9		5.7	78.6	15.7		21.3	4.1	74.6		
PHF	.782	.864	.772	.899	.542	.705	.778	.787	.750	.901	.932	.914	.628	.643	.755	.743	.939

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Groups Printed- Trucks

Start Time	Monument Rd Southbound					Tredinick Pkwy Westbound					Monument Rd Northbound					Tredinick Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	4	1	3	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	10
02:15 PM	3	2	1	0	6	0	1	1	0	2	0	4	1	0	5	1	1	2	0	4	17
02:30 PM	7	1	2	0	10	0	1	0	0	1	0	4	0	0	4	1	0	1	0	2	17
02:45 PM	2	0	2	0	4	0	1	0	0	1	0	3	1	0	4	4	0	3	0	7	16
Total	16	4	8	0	28	0	3	1	0	4	0	11	2	0	13	6	1	8	0	15	60
03:00 PM	4	0	0	0	4	0	1	1	0	2	0	4	1	0	5	0	0	0	0	0	11
03:15 PM	2	4	0	0	6	0	0	0	0	0	1	2	2	0	5	2	0	3	0	5	16
03:30 PM	2	1	1	0	4	0	1	0	0	1	0	4	2	0	6	0	0	3	0	3	14
03:45 PM	4	7	0	0	11	0	0	0	0	0	0	5	1	0	6	1	0	2	0	3	20
Total	12	12	1	0	25	0	2	1	0	3	1	15	6	0	22	3	0	8	0	11	61
04:00 PM	1	1	1	0	3	0	0	0	0	0	0	3	0	0	3	1	0	2	0	3	9
04:15 PM	2	0	0	0	2	0	1	0	0	1	0	4	1	0	5	1	1	1	0	3	11
04:30 PM	4	3	1	0	8	0	0	0	0	0	0	3	0	0	3	1	1	4	0	6	17
04:45 PM	4	2	1	0	7	0	0	0	0	0	0	3	1	0	4	1	0	2	0	3	14
Total	11	6	3	0	20	0	1	0	0	1	0	13	2	0	15	4	2	9	0	15	51
05:00 PM	5	2	0	0	7	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	10
05:15 PM	3	1	1	0	5	0	0	0	0	0	1	1	1	0	3	1	0	0	0	1	9
05:30 PM	3	1	1	0	5	1	2	0	0	3	1	2	0	0	3	0	2	3	0	5	16
05:45 PM	1	1	0	0	2	0	0	0	0	0	0	4	1	0	5	1	0	2	0	3	10
Total	12	5	2	0	19	1	2	0	0	3	2	8	3	0	13	2	2	6	0	10	45
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	2	0	3	4
06:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
06:30 PM	1	0	1	0	2	0	0	0	0	0	0	1	1	0	2	0	0	4	0	4	8
06:45 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	1	2	0	4	6
Total	2	1	2	0	5	1	1	0	0	2	0	2	1	0	3	2	1	8	0	11	21
Grand Total	53	28	16	0	97	2	9	2	0	13	3	49	14	0	66	17	6	39	0	62	238
Apprch %	54.6	28.9	16.5	0		15.4	69.2	15.4	0		4.5	74.2	21.2	0		27.4	9.7	62.9	0		
Total %	22.3	11.8	6.7	0	40.8	0.8	3.8	0.8	0	5.5	1.3	20.6	5.9	0	27.7	7.1	2.5	16.4	0	26.1	

Start Time	Monument Rd Southbound				Tredinick Pkwy Westbound				Monument Rd Northbound				Tredinick Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:15 PM																	
02:15 PM	3	2	1	6	0	1	1	2	0	4	1	5	1	1	2	4	17
02:30 PM	7	1	2	10	0	1	0	1	0	4	0	4	1	0	1	2	17
02:45 PM	2	0	2	4	0	1	0	1	0	3	1	4	4	0	3	7	16
03:00 PM	4	0	0	4	0	1	1	2	0	4	1	5	0	0	0	0	11
Total Volume	16	3	5	24	0	4	2	6	0	15	3	18	6	1	6	13	61
% App. Total	66.7	12.5	20.8		0	66.7	33.3		0	83.3	16.7		46.2	7.7	46.2		
PHF	.571	.375	.625	.600	.000	1.00	.500	.750	.000	.938	.750	.900	.375	.250	.500	.464	.897

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Groups Printed- Bicycles on Road

Start Time	Monument Rd Southbound					Tredinick Pkwy Westbound					Monument Rd Northbound					Tredinick Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	100	0		
Total %	0	75	0	0	75	0	0	0	0	0	0	0	0	0	0	0	0	25	0	25	

Start Time	Monument Rd Southbound				Tredinick Pkwy Westbound				Monument Rd Northbound				Tredinick Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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Groups Printed- Bicycles on Crosswalk

Start Time	Monument Rd Southbound					Tredinick Pkwy Westbound					Monument Rd Northbound					Tredinick Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
05:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	4	4	0	0	0	1	1	0	0	0	0	0	6
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Grand Total	0	0	0	2	2	0	0	0	6	6	0	0	0	2	2	0	0	0	2	2	12
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	16.7	16.7	0	0	0	50	50	0	0	0	16.7	16.7	0	0	0	16.7	16.7	

Start Time	Monument Rd Southbound				Tredinick Pkwy Westbound				Monument Rd Northbound				Tredinick Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Combined

Start Time	Monument Rd Southbound					Tredinick Pkwy Westbound					Monument Rd Northbound					Tredinick Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	82	113	37	1	233	6	8	4	1	19	6	124	41	0	171	11	3	76	0	90	513
02:15 PM	95	130	28	0	253	8	12	11	1	32	3	120	27	0	150	17	9	94	0	120	555
02:30 PM	99	122	25	0	246	5	11	1	0	17	10	126	26	0	162	17	3	81	0	101	526
02:45 PM	112	136	30	0	278	3	12	4	0	19	8	143	31	0	182	22	7	97	0	126	605
Total	388	501	120	1	1010	22	43	20	2	87	27	513	125	0	665	67	22	348	0	437	2199
03:00 PM	100	130	24	0	254	5	5	6	4	20	9	163	28	0	200	13	1	105	1	120	594
03:15 PM	86	135	35	0	256	4	10	2	1	17	15	167	42	0	224	22	2	112	0	136	633
03:30 PM	106	141	31	1	279	8	12	4	1	25	6	140	34	2	182	26	6	122	0	154	640
03:45 PM	106	153	34	0	293	4	6	6	3	19	3	141	46	0	190	18	7	127	0	152	654
Total	398	559	124	1	1082	21	33	18	9	81	33	611	150	2	796	79	16	466	1	562	2521
04:00 PM	89	148	41	0	278	2	6	4	2	14	4	180	27	1	212	26	6	120	0	152	656
04:15 PM	113	127	37	0	277	1	7	8	0	16	9	117	43	1	170	17	5	140	0	162	625
04:30 PM	84	158	38	0	280	1	6	8	1	16	8	142	33	0	183	14	8	151	1	174	653
04:45 PM	116	184	40	0	340	3	7	6	1	17	14	208	31	5	258	17	6	153	5	181	796
Total	402	617	156	0	1175	7	26	26	4	63	35	647	134	7	823	74	25	564	6	669	2730
05:00 PM	94	132	44	0	270	5	12	10	2	29	9	210	39	1	259	26	5	172	0	203	761
05:15 PM	146	163	41	3	353	4	9	6	1	20	15	235	38	1	289	24	6	176	0	206	868
05:30 PM	141	149	51	1	342	8	12	10	1	31	3	186	40	0	229	26	11	184	0	221	823
05:45 PM	118	153	45	0	316	5	15	14	2	36	8	186	45	0	239	28	5	182	0	215	806
Total	499	597	181	4	1281	22	48	40	6	116	35	817	162	2	1016	104	27	714	0	845	3258
06:00 PM	109	155	33	1	298	8	12	5	1	26	7	185	20	0	212	23	12	176	0	211	747
06:15 PM	117	150	34	1	302	7	9	7	0	23	6	151	39	1	197	21	5	127	1	154	676
06:30 PM	97	158	31	1	287	4	7	9	0	20	8	137	42	0	187	13	5	102	0	120	614
06:45 PM	79	150	37	0	266	10	7	5	0	22	6	144	44	0	194	22	5	99	0	126	608
Total	402	613	135	3	1153	29	35	26	1	91	27	617	145	1	790	79	27	504	1	611	2645
Grand Total	2089	2887	716	9	5701	101	185	130	22	438	157	3205	716	12	4090	403	117	2596	8	3124	13353
Apprch %	36.6	50.6	12.6	0.2		23.1	42.2	29.7	5		3.8	78.4	17.5	0.3		12.9	3.7	83.1	0.3		
Total %	15.6	21.6	5.4	0.1	42.7	0.8	1.4	1	0.2	3.3	1.2	24	5.4	0.1	30.6	3	0.9	19.4	0.1	23.4	

Start Time	Monument Rd Southbound				Tredinick Pkwy Westbound				Monument Rd Northbound				Tredinick Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	94	132	44	270	5	12	10	27	9	210	39	258	26	5	172	203	758
05:15 PM	146	163	41	350	4	9	6	19	15	235	38	288	24	6	176	206	863
05:30 PM	141	149	51	341	8	12	10	30	3	186	40	229	26	11	184	221	821
05:45 PM	118	153	45	316	5	15	14	34	8	186	45	239	28	5	182	215	804
Total Volume	499	597	181	1277	22	48	40	110	35	817	162	1014	104	27	714	845	3246
% App. Total	39.1	46.8	14.2		20	43.6	36.4		3.5	80.6	16		12.3	3.2	84.5		
PHF	.854	.916	.887	.912	.688	.800	.714	.809	.583	.869	.900	.880	.929	.614	.970	.956	.940

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Groups Printed- Cars

Start Time	I 295 SB Off Ramp Southbound					Monument Rd Westbound					I 295 SB On Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	10	0	17	0	27	0	66	67	0	133	0	0	0	0	0	34	83	0	0	117	277
06:15 AM	20	0	24	0	44	0	121	87	0	208	0	0	0	2	2	51	101	0	0	152	406
06:30 AM	20	0	22	0	42	0	155	113	0	268	0	0	0	0	0	52	108	0	0	160	470
06:45 AM	40	0	45	0	85	0	173	113	0	286	0	0	1	0	1	48	103	0	0	151	523
Total	90	0	108	0	198	0	515	380	0	895	0	0	1	2	3	185	395	0	0	580	1676
07:00 AM	25	0	32	0	57	0	218	117	0	335	0	0	0	3	3	59	99	0	0	158	553
07:15 AM	32	0	47	0	79	0	256	123	0	379	0	0	0	1	1	62	132	0	0	194	653
07:30 AM	36	0	51	0	87	0	215	104	0	319	0	0	0	1	1	67	142	0	0	209	616
07:45 AM	50	0	64	0	114	0	225	73	0	298	0	0	0	0	0	54	125	0	0	179	591
Total	143	0	194	0	337	0	914	417	0	1331	0	0	0	5	5	242	498	0	0	740	2413
08:00 AM	55	1	51	0	107	1	232	89	0	322	1	0	0	0	1	55	145	1	0	201	631
08:15 AM	56	0	47	0	103	0	247	106	0	353	0	0	0	0	0	61	139	0	0	200	656
08:30 AM	65	0	46	0	111	0	221	102	0	323	0	0	0	0	0	63	96	0	0	159	593
08:45 AM	58	0	41	0	99	0	189	85	0	274	0	0	0	0	0	53	112	0	0	165	538
Total	234	1	185	0	420	1	889	382	0	1272	1	0	0	0	1	232	492	1	0	725	2418
Grand Total	467	1	487	0	955	1	2318	1179	0	3498	1	0	1	7	9	659	1385	1	0	2045	6507
Apprch %	48.9	0.1	51	0		0	66.3	33.7	0		11.1	0	11.1	77.8		32.2	67.7	0	0		
Total %	7.2	0	7.5	0	14.7	0	35.6	18.1	0	53.8	0	0	0	0.1	0.1	10.1	21.3	0	0	31.4	

Start Time	I 295 SB Off Ramp Southbound				Monument Rd Westbound				I 295 SB On Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	36	0	51	87	0	215	104	319	0	0	0	0	67	142	0	209	615
07:45 AM	50	0	64	114	0	225	73	298	0	0	0	0	54	125	0	179	591
08:00 AM	55	1	51	107	1	232	89	322	1	0	0	1	55	145	1	201	631
08:15 AM	56	0	47	103	0	247	106	353	0	0	0	0	61	139	0	200	656
Total Volume	197	1	213	411	1	919	372	1292	1	0	0	1	237	551	1	789	2493
% App. Total	47.9	0.2	51.8		0.1	71.1	28.8		100	0	0		30	69.8	0.1		
PHF	.879	.250	.832	.901	.250	.930	.877	.915	.250	.000	.000	.250	.884	.950	.250	.944	.950

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Groups Printed- Trucks

Start Time	I 295 SB Off Ramp Southbound					Monument Rd Westbound					I 295 SB On Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	3	0	0	0	3	0	9	0	0	9	0	0	0	0	0	2	1	0	0	3	15
06:15 AM	1	0	0	0	1	0	7	1	0	8	0	0	0	0	0	1	7	0	0	8	17
06:30 AM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	3	8	0	0	11	17
06:45 AM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	9
Total	6	0	1	0	7	0	24	1	0	25	0	0	0	0	0	6	20	0	0	26	58
07:00 AM	0	0	2	0	2	0	15	3	0	18	0	0	0	0	0	4	1	0	0	5	25
07:15 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	2	11	0	0	13	17
07:30 AM	1	0	1	0	2	0	6	3	0	9	0	0	0	0	0	1	2	0	0	3	14
07:45 AM	4	0	0	0	4	0	7	1	0	8	0	0	0	0	0	5	3	0	0	8	20
Total	6	0	3	0	9	0	31	7	0	38	0	0	0	0	0	12	17	0	0	29	76
08:00 AM	1	0	3	0	4	0	4	1	0	5	0	0	0	0	0	2	12	0	0	14	23
08:15 AM	0	0	4	0	4	0	6	1	0	7	0	0	0	0	0	3	11	0	0	14	25
08:30 AM	3	0	6	0	9	0	3	1	0	4	0	0	0	0	0	0	8	0	0	8	21
08:45 AM	3	0	4	0	7	0	6	2	0	8	0	0	0	0	0	2	9	0	0	11	26
Total	7	0	17	0	24	0	19	5	0	24	0	0	0	0	0	7	40	0	0	47	95
Grand Total	19	0	21	0	40	0	74	13	0	87	0	0	0	0	0	25	77	0	0	102	229
Apprch %	47.5	0	52.5	0		0	85.1	14.9	0		0	0	0	0		24.5	75.5	0	0		
Total %	8.3	0	9.2	0	17.5	0	32.3	5.7	0	38	0	0	0	0		10.9	33.6	0	0	44.5	

Start Time	I 295 SB Off Ramp Southbound				Monument Rd Westbound				I 295 SB On Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	0	3	4	0	4	1	5	0	0	0	0	2	12	0	14	23
08:15 AM	0	0	4	4	0	6	1	7	0	0	0	0	3	11	0	14	25
08:30 AM	3	0	6	9	0	3	1	4	0	0	0	0	0	8	0	8	21
08:45 AM	3	0	4	7	0	6	2	8	0	0	0	0	2	9	0	11	26
Total Volume	7	0	17	24	0	19	5	24	0	0	0	0	7	40	0	47	95
% App. Total	29.2	0	70.8		0	79.2	20.8		0	0	0		14.9	85.1	0		
PHF	.583	.000	.708	.667	.000	.792	.625	.750	.000	.000	.000	.000	.583	.833	.000	.839	.913

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Groups Printed- Bicycles on Road

Start Time	I 295 SB Off Ramp Southbound					Monument Rd Westbound					I 295 SB On Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Apprch %	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0
Total %	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	0	50	0	0	50	0

Start Time	I 295 SB Off Ramp Southbound				Monument Rd Westbound				I 295 SB On Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250

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Groups Printed- Bicycles on Crosswalk

Start Time	I 295 SB Off Ramp Southbound					Monument Rd Westbound					I 295 SB On Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Start Time	I 295 SB Off Ramp Southbound				Monument Rd Westbound				I 295 SB On Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

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Groups Printed- Combined

Start Time	I 295 SB Off Ramp Southbound					Monument Rd Westbound					I 295 SB On Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	13	0	17	0	30	0	75	67	0	142	0	0	0	0	0	36	85	0	0	121	293
06:15 AM	21	0	24	0	45	0	128	88	0	216	0	0	0	2	2	52	108	0	0	160	423
06:30 AM	20	0	23	0	43	0	160	113	0	273	0	0	0	0	0	55	116	0	0	171	487
06:45 AM	42	0	45	0	87	0	176	113	0	289	0	0	1	0	1	48	107	0	0	155	532
Total	96	0	109	0	205	0	539	381	0	920	0	0	1	2	3	191	416	0	0	607	1735
07:00 AM	25	0	34	0	59	0	233	120	0	353	0	0	0	3	3	63	100	0	0	163	578
07:15 AM	33	0	47	0	80	0	260	123	0	383	0	0	0	1	1	64	143	0	0	207	671
07:30 AM	37	0	52	0	89	0	221	107	0	328	0	0	0	1	1	68	144	0	0	212	630
07:45 AM	54	0	64	0	118	0	232	74	0	306	0	0	0	0	0	59	128	0	0	187	611
Total	149	0	197	0	346	0	946	424	0	1370	0	0	0	5	5	254	515	0	0	769	2490
08:00 AM	56	1	54	0	111	1	236	90	0	327	1	0	0	0	1	57	157	1	0	215	654
08:15 AM	56	0	51	0	107	0	253	107	0	360	0	0	0	0	0	64	150	0	0	214	681
08:30 AM	68	0	52	0	120	0	224	103	0	327	0	0	0	0	0	63	104	0	0	167	614
08:45 AM	61	0	45	0	106	0	196	87	0	283	0	0	0	0	0	55	122	0	0	177	566
Total	241	1	202	0	444	1	909	387	0	1297	1	0	0	0	1	239	533	1	0	773	2515
Grand Total	486	1	508	0	995	1	2394	1192	0	3587	1	0	1	7	9	684	1464	1	0	2149	6740
Apprch %	48.8	0.1	51.1	0		0	66.7	33.2	0		11.1	0	11.1	77.8		31.8	68.1	0	0		
Total %	7.2	0	7.5	0	14.8	0	35.5	17.7	0	53.2	0	0	0	0.1	0.1	10.1	21.7	0	0	31.9	

Start Time	I 295 SB Off Ramp Southbound				Monument Rd Westbound				I 295 SB On Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	37	0	52	89	0	221	107	328	0	0	0	0	68	144	0	212	629
07:45 AM	54	0	64	118	0	232	74	306	0	0	0	0	59	128	0	187	611
08:00 AM	56	1	54	111	1	236	90	327	1	0	0	1	57	157	1	215	654
08:15 AM	56	0	51	107	0	253	107	360	0	0	0	0	64	150	0	214	681
Total Volume	203	1	221	425	1	942	378	1321	1	0	0	1	248	579	1	828	2575
% App. Total	47.8	0.2	52		0.1	71.3	28.6		100	0	0		30	69.9	0.1		
PHF	.906	.250	.863	.900	.250	.931	.883	.917	.250	.000	.000	.250	.912	.922	.250	.963	.945

Peggy Malone & Associates, Inc.

(888) 247-8602

File Name : 5- Monument Rd & I 295 SB Ramps PM

Site Code :

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Groups Printed- Cars

Start Time	I 295 SB Off Ramp Southbound					Monument Rd Westbound					I 295 SB On Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	40	0	18	0	58	0	188	76	0	264	0	0	0	0	0	64	172	0	0	236	558
02:15 PM	51	1	21	0	73	0	198	83	0	281	0	0	0	1	1	53	165	0	0	218	573
02:30 PM	45	0	22	0	67	0	208	78	0	286	0	0	0	1	1	69	160	0	0	229	583
02:45 PM	66	0	35	0	101	0	199	103	0	302	0	0	0	0	0	72	199	0	0	271	674
Total	202	1	96	0	299	0	793	340	0	1133	0	0	0	2	2	258	696	0	0	954	2388
03:00 PM	58	0	29	0	87	0	208	97	0	305	0	0	0	1	1	69	197	0	0	266	659
03:15 PM	54	0	24	0	78	0	201	96	0	297	0	0	0	0	0	72	242	0	0	314	689
03:30 PM	64	0	40	0	104	0	227	97	0	324	0	0	0	2	2	61	207	0	0	268	698
03:45 PM	70	0	35	0	105	0	208	97	0	305	0	0	0	0	0	69	222	0	0	291	701
Total	246	0	128	0	374	0	844	387	0	1231	0	0	0	3	3	271	868	0	0	1139	2747
04:00 PM	66	0	43	0	109	0	210	98	0	308	0	0	0	0	0	71	247	0	0	318	735
04:15 PM	61	0	34	0	95	0	226	95	0	321	0	0	0	1	1	62	230	0	0	292	709
04:30 PM	62	0	12	0	74	0	223	69	0	292	0	0	0	1	1	58	269	0	0	327	694
04:45 PM	62	0	29	0	91	0	247	68	0	315	0	0	0	3	3	80	277	0	0	357	766
Total	251	0	118	0	369	0	906	330	0	1236	0	0	0	5	5	271	1023	0	0	1294	2904
05:00 PM	66	1	39	0	106	0	214	82	0	296	0	0	1	0	1	107	286	1	0	394	797
05:15 PM	74	0	32	0	106	0	272	66	0	338	0	0	0	1	1	140	300	0	0	440	885
05:30 PM	79	0	55	0	134	0	265	69	0	334	0	0	0	2	2	118	278	0	0	396	866
05:45 PM	77	0	32	0	109	0	240	46	0	286	0	0	0	1	1	117	277	0	0	394	790
Total	296	1	158	0	455	0	991	263	0	1254	0	0	1	4	5	482	1141	1	0	1624	3338
06:00 PM	72	1	29	0	102	0	227	62	0	289	0	0	0	0	0	88	277	0	0	365	756
06:15 PM	56	0	40	0	96	0	246	43	0	289	0	0	0	1	1	62	254	0	0	316	702
06:30 PM	57	0	31	0	88	0	229	67	0	296	0	0	0	1	1	58	180	0	0	238	623
06:45 PM	59	0	21	0	80	0	202	51	0	253	0	0	0	0	0	63	201	0	0	264	597
Total	244	1	121	0	366	0	904	223	0	1127	0	0	0	2	2	271	912	0	0	1183	2678
Grand Total	1239	3	621	0	1863	0	4438	1543	0	5981	0	0	1	16	17	1553	4640	1	0	6194	14055
Apprch %	66.5	0.2	33.3	0		0	74.2	25.8	0		0	0	5.9	94.1		25.1	74.9	0	0		
Total %	8.8	0	4.4	0	13.3	0	31.6	11	0	42.6	0	0	0	0.1	0.1	11	33	0	0	44.1	

Start Time	I 295 SB Off Ramp Southbound				Monument Rd Westbound				I 295 SB On Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	66	1	39	106	0	214	82	296	0	0	1	1	107	286	1	394	797
05:15 PM	74	0	32	106	0	272	66	338	0	0	0	0	140	300	0	440	884
05:30 PM	79	0	55	134	0	265	69	334	0	0	0	0	118	278	0	396	864
05:45 PM	77	0	32	109	0	240	46	286	0	0	0	0	117	277	0	394	789
Total Volume	296	1	158	455	0	991	263	1254	0	0	1	1	482	1141	1	1624	3334
% App. Total	65.1	0.2	34.7		0	79	21		0	0	100		29.7	70.3	0.1		
PHF	.937	.250	.718	.849	.000	.911	.802	.928	.000	.000	.250	.250	.861	.951	.250	.923	.943

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 5- Monument Rd & I 295 SB Ramps PM
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Groups Printed- Trucks

Start Time	I 295 SB Off Ramp Southbound					Monument Rd Westbound					I 295 SB On Ramp Northbound					Monument Rd Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
02:00 PM	2	0	0	0	2	0	10	1	0	11	0	0	0	0	0	0	5	0	0	0	5	18
02:15 PM	1	0	3	0	4	0	8	1	0	9	0	0	0	0	0	1	5	0	0	0	6	19
02:30 PM	0	0	2	0	2	0	10	3	0	13	0	0	0	0	0	2	5	0	0	0	7	22
02:45 PM	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	0	4	0	0	0	4	11
Total	4	0	6	0	10	0	33	5	0	38	0	0	0	0	0	3	19	0	0	0	22	70
03:00 PM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	2	4	0	0	0	6	10
03:15 PM	4	0	1	0	5	0	4	1	0	5	0	0	0	0	0	1	4	0	0	0	5	15
03:30 PM	0	0	4	0	4	0	5	3	0	8	0	0	0	0	0	3	5	0	0	0	8	20
03:45 PM	1	0	2	0	3	0	10	0	0	10	0	0	0	0	0	1	8	0	0	0	9	22
Total	5	0	7	0	12	0	21	6	0	27	0	0	0	0	0	7	21	0	0	0	28	67
04:00 PM	1	0	1	0	2	0	3	1	0	4	0	0	0	0	0	1	4	0	0	0	5	11
04:15 PM	0	0	3	0	3	0	4	0	0	4	0	0	0	0	0	1	6	0	0	0	7	14
04:30 PM	0	0	3	0	3	0	7	0	0	7	0	0	0	0	0	0	8	0	0	0	8	18
04:45 PM	1	0	6	0	7	0	8	1	0	9	0	0	0	0	0	0	6	0	0	0	6	22
Total	2	0	13	0	15	0	22	2	0	24	0	0	0	0	0	2	24	0	0	0	26	65
05:00 PM	1	0	4	0	5	0	5	2	0	7	0	0	0	0	0	0	0	0	0	0	0	12
05:15 PM	0	0	1	0	1	0	4	1	0	5	0	0	0	0	0	1	6	0	0	0	7	13
05:30 PM	2	0	2	0	4	0	4	3	0	7	0	0	0	0	0	2	6	0	0	0	8	19
05:45 PM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	5	0	0	0	5	9
Total	3	0	7	0	10	0	15	8	0	23	0	0	0	0	0	3	17	0	0	0	20	53
06:00 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	1	3	0	0	0	4	8
06:15 PM	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	0	3	0	0	0	3	7
06:30 PM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	5	0	0	0	5	8
06:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	4
Total	1	0	3	0	4	0	9	1	0	10	0	0	0	0	0	1	12	0	0	0	13	27
Grand Total	15	0	36	0	51	0	100	22	0	122	0	0	0	0	0	16	93	0	0	0	109	282
Apprch %	29.4	0	70.6	0		0	82	18	0		0	0	0	0		14.7	85.3	0	0	0		
Total %	5.3	0	12.8	0	18.1	0	35.5	7.8	0	43.3	0	0	0	0	0	5.7	33	0	0	0	38.7	

Start Time	I 295 SB Off Ramp Southbound				Monument Rd Westbound				I 295 SB On Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	2	0	0	2	0	10	1	11	0	0	0	0	0	5	0	5	18
02:15 PM	1	0	3	4	0	8	1	9	0	0	0	0	1	5	0	6	19
02:30 PM	0	0	2	2	0	10	3	13	0	0	0	0	2	5	0	7	22
02:45 PM	1	0	1	2	0	5	0	5	0	0	0	0	0	4	0	4	11
Total Volume	4	0	6	10	0	33	5	38	0	0	0	0	3	19	0	22	70
% App. Total	40	0	60		0	86.8	13.2		0	0	0		13.6	86.4	0		
PHF	.500	.000	.500	.625	.000	.825	.417	.731	.000	.000	.000	.000	.375	.950	.000	.786	.795

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 5- Monument Rd & I 295 SB Ramps PM
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Groups Printed- Bicycles on Road

Start Time	I 295 SB Off Ramp Southbound					Monument Rd Westbound					I 295 SB On Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	1	0	0	1	10
Apprch %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	
Total %	0	0	0	0	0	0	90	0	0	90	0	0	0	0	0	0	10	0	0	10	

Start Time	I 295 SB Off Ramp Southbound				Monument Rd Westbound				I 295 SB On Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	1.00	.000	1.00	.000	.000	.000	.000	.000	.250	.000	.250	.625

Peggy Malone & Associates, Inc.
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Groups Printed- Combined

Start Time	I 295 SB Off Ramp Southbound					Monument Rd Westbound					I 295 SB On Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	42	0	18	0	60	0	198	77	0	275	0	0	0	0	0	64	177	0	0	241	576
02:15 PM	52	1	24	0	77	0	206	84	0	290	0	0	0	1	1	54	170	0	0	224	592
02:30 PM	45	0	24	0	69	0	219	81	0	300	0	0	0	1	1	71	165	0	0	236	606
02:45 PM	67	0	36	0	103	0	205	103	0	308	0	0	0	0	0	72	203	0	0	275	686
Total	206	1	102	0	309	0	828	345	0	1173	0	0	0	2	2	261	715	0	0	976	2460
03:00 PM	58	0	29	0	87	0	211	99	0	310	0	0	0	1	1	71	201	0	0	272	670
03:15 PM	58	0	25	0	83	0	205	97	0	302	0	0	0	0	0	73	246	0	0	319	704
03:30 PM	64	0	44	0	108	0	232	100	0	332	0	0	0	2	2	64	212	0	0	276	718
03:45 PM	71	0	37	0	108	0	219	97	0	316	0	0	0	0	0	70	230	0	0	300	724
Total	251	0	135	0	386	0	867	393	0	1260	0	0	0	3	3	278	889	0	0	1167	2816
04:00 PM	67	0	44	0	111	0	213	99	0	312	0	0	0	1	1	72	251	0	0	323	747
04:15 PM	61	0	37	0	98	0	230	95	0	325	0	0	0	2	2	63	236	0	0	299	724
04:30 PM	62	0	15	0	77	0	230	69	0	299	0	0	0	1	1	58	277	0	0	335	712
04:45 PM	63	0	35	0	98	0	255	69	0	324	0	0	0	3	3	80	283	0	0	363	788
Total	253	0	131	0	384	0	928	332	0	1260	0	0	0	7	7	273	1047	0	0	1320	2971
05:00 PM	67	1	43	0	111	0	220	84	0	304	0	0	1	0	1	107	286	1	0	394	810
05:15 PM	74	0	33	0	107	0	277	67	0	344	0	0	0	1	1	141	307	0	0	448	900
05:30 PM	81	0	57	0	138	0	270	72	0	342	0	0	0	2	2	120	284	0	0	404	886
05:45 PM	77	0	32	0	109	0	243	48	0	291	0	0	0	2	2	117	282	0	0	399	801
Total	299	1	165	0	465	0	1010	271	0	1281	0	0	1	5	6	485	1159	1	0	1645	3397
06:00 PM	72	1	30	0	103	0	231	62	0	293	0	0	0	0	0	89	280	0	0	369	765
06:15 PM	56	0	41	0	97	0	248	44	0	292	0	0	0	1	1	62	257	0	0	319	709
06:30 PM	58	0	32	0	90	0	230	67	0	297	0	0	0	1	1	58	185	0	0	243	631
06:45 PM	59	0	21	0	80	0	205	51	0	256	0	0	0	2	2	63	202	0	0	265	603
Total	245	1	124	0	370	0	914	224	0	1138	0	0	0	4	4	272	924	0	0	1196	2708
Grand Total	1254	3	657	0	1914	0	4547	1565	0	6112	0	0	1	21	22	1569	4734	1	0	6304	14352
Apprch %	65.5	0.2	34.3	0		0	74.4	25.6	0		0	0	4.5	95.5		24.9	75.1	0	0		
Total %	8.7	0	4.6	0	13.3	0	31.7	10.9	0	42.6	0	0	0	0.1	0.2	10.9	33	0	0	43.9	

Start Time	I 295 SB Off Ramp Southbound				Monument Rd Westbound				I 295 SB On Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	67	1	43	111	0	220	84	304	0	0	1	1	107	286	1	394	810
05:15 PM	74	0	33	107	0	277	67	344	0	0	0	0	141	307	0	448	899
05:30 PM	81	0	57	138	0	270	72	342	0	0	0	0	120	284	0	404	884
05:45 PM	77	0	32	109	0	243	48	291	0	0	0	0	117	282	0	399	799
Total Volume	299	1	165	465	0	1010	271	1281	0	0	1	1	485	1159	1	1645	3392
% App. Total	64.3	0.2	35.5		0	78.8	21.2		0	0	100		29.5	70.5	0.1		
PHF	.923	.250	.724	.842	.000	.912	.807	.931	.000	.000	.250	.250	.860	.944	.250	.918	.943

Peggy Malone & Associates, Inc.
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Groups Printed- Cars

Start Time	I 295 NB On Ramp Southbound					Monument Rd Westbound					I 295 NB Off Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	20	131	0	0	151	70	0	3	0	73	0	87	13	0	100	324
06:15 AM	0	0	0	0	0	15	183	0	0	198	79	0	20	2	101	0	113	11	0	124	423
06:30 AM	0	0	0	0	0	30	250	0	0	280	87	1	24	0	112	0	109	21	0	130	522
06:45 AM	0	0	0	0	0	24	245	0	0	269	84	0	41	0	125	0	127	21	0	148	542
Total	0	0	0	0	0	89	809	0	0	898	320	1	88	2	411	0	436	66	0	502	1811
07:00 AM	0	0	0	0	0	31	306	1	0	338	91	0	39	2	132	0	115	19	0	134	604
07:15 AM	0	0	0	0	0	33	340	0	0	373	88	0	37	1	126	0	162	24	0	186	685
07:30 AM	0	0	0	1	1	42	276	0	0	318	63	0	47	0	110	0	178	20	0	198	627
07:45 AM	0	0	0	1	1	24	252	0	0	276	61	0	50	0	111	0	166	25	0	191	579
Total	0	0	0	2	2	130	1174	1	0	1305	303	0	173	3	479	0	621	88	0	709	2495
08:00 AM	0	0	0	0	0	38	273	0	0	311	58	0	52	0	110	0	156	26	0	182	603
08:15 AM	0	0	0	1	1	25	297	0	0	322	63	0	56	0	119	0	150	22	0	172	614
08:30 AM	0	0	0	1	1	23	271	0	0	294	63	0	51	0	114	0	136	14	0	150	559
08:45 AM	0	0	0	0	0	15	234	0	0	249	54	0	40	0	94	0	142	21	0	163	506
Total	0	0	0	2	2	101	1075	0	0	1176	238	0	199	0	437	0	584	83	0	667	2282
Grand Total	0	0	0	4	4	320	3058	1	0	3379	861	1	460	5	1327	0	1641	237	0	1878	6588
Apprch %	0	0	0	100		9.5	90.5	0	0		64.9	0.1	34.7	0.4		0	87.4	12.6	0		
Total %	0	0	0	0.1	0.1	4.9	46.4	0	0	51.3	13.1	0	7	0.1	20.1	0	24.9	3.6	0	28.5	

Start Time	I 295 NB On Ramp Southbound				Monument Rd Westbound				I 295 NB Off Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	33	340	0	373	88	0	37	125	0	162	24	186	684
07:30 AM	0	0	0	0	42	276	0	318	63	0	47	110	0	178	20	198	626
07:45 AM	0	0	0	0	24	252	0	276	61	0	50	111	0	166	25	191	578
08:00 AM	0	0	0	0	38	273	0	311	58	0	52	110	0	156	26	182	603
Total Volume	0	0	0	0	137	1141	0	1278	270	0	186	456	0	662	95	757	2491
% App. Total	0	0	0	0	10.7	89.3	0		59.2	0	40.8		0	87.5	12.5		
PHF	.000	.000	.000	.000	.815	.839	.000	.857	.767	.000	.894	.912	.000	.930	.913	.956	.910

Peggy Malone & Associates, Inc.
(888) 247-8602

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Groups Printed- Trucks

Start Time	I 295 NB On Ramp Southbound					Monument Rd Westbound					I 295 NB Off Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	5	8	0	0	13	1	0	2	0	3	0	1	0	0	1	17
06:15 AM	0	0	0	0	0	5	6	0	0	11	0	0	0	0	0	0	3	4	0	7	18
06:30 AM	0	0	0	0	0	4	5	0	0	9	1	0	0	0	1	0	10	0	0	10	20
06:45 AM	0	0	0	0	0	6	3	0	0	9	0	0	1	0	1	0	3	0	0	3	13
Total	0	0	0	0	0	20	22	0	0	42	2	0	3	0	5	0	17	4	0	21	68
07:00 AM	0	0	0	0	0	0	9	0	0	9	0	0	2	0	2	0	3	0	0	3	14
07:15 AM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	9	2	0	11	15
07:30 AM	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	0	2	1	0	3	12
07:45 AM	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	6	0	0	6	12
Total	0	0	0	0	0	3	23	0	0	26	2	0	2	0	4	0	20	3	0	23	53
08:00 AM	0	0	0	0	0	4	9	0	0	13	3	0	0	0	3	0	13	1	0	14	30
08:15 AM	0	0	0	0	0	1	6	0	0	7	0	0	2	0	2	0	14	1	0	15	24
08:30 AM	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	0	12	2	0	14	21
08:45 AM	0	0	0	0	0	3	6	0	0	9	4	0	5	0	9	0	10	3	0	13	31
Total	0	0	0	0	0	9	26	0	0	35	8	0	7	0	15	0	49	7	0	56	106
Grand Total	0	0	0	0	0	32	71	0	0	103	12	0	12	0	24	0	86	14	0	100	227
Apprch %	0	0	0	0	0	31.1	68.9	0	0		50	0	50	0		0	86	14	0		
Total %	0	0	0	0	0	14.1	31.3	0	0	45.4	5.3	0	5.3	0	10.6	0	37.9	6.2	0	44.1	

Start Time	I 295 NB On Ramp Southbound				Monument Rd Westbound				I 295 NB Off Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	4	9	0	13	3	0	0	3	0	13	1	14	30
08:15 AM	0	0	0	0	1	6	0	7	0	0	2	2	0	14	1	15	24
08:30 AM	0	0	0	0	1	5	0	6	1	0	0	1	0	12	2	14	21
08:45 AM	0	0	0	0	3	6	0	9	4	0	5	9	0	10	3	13	31
Total Volume	0	0	0	0	9	26	0	35	8	0	7	15	0	49	7	56	106
% App. Total	0	0	0	0	25.7	74.3	0		53.3	0	46.7		0	87.5	12.5		
PHF	.000	.000	.000	.000	.563	.722	.000	.673	.500	.000	.350	.417	.000	.875	.583	.933	.855

Peggy Malone & Associates, Inc.
(888) 247-8602

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Groups Printed- Bicycles on Road

Start Time	I 295 NB On Ramp Southbound					Monument Rd Westbound					I 295 NB Off Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Apprch %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	
Total %	0	0	0	0	0	0	33.3	0	0	33.3	0	0	0	0	0	0	66.7	0	0	66.7	

Start Time	I 295 NB On Ramp Southbound				Monument Rd Westbound				I 295 NB Off Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250

Peggy Malone & Associates, Inc.
(888) 247-8602

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Groups Printed- Bicycles on Crosswalk

Start Time	I 295 NB On Ramp Southbound					Monument Rd Westbound					I 295 NB Off Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0

Start Time	I 295 NB On Ramp Southbound				Monument Rd Westbound				I 295 NB Off Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates, Inc.
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Groups Printed- Combined

Start Time	I 295 NB On Ramp Southbound					Monument Rd Westbound					I 295 NB Off Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	25	139	0	0	164	71	0	5	0	76	0	89	13	0	102	342
06:15 AM	0	0	0	0	0	20	189	0	0	209	79	0	20	2	101	0	116	15	0	131	441
06:30 AM	0	0	0	0	0	34	255	0	0	289	88	1	24	0	113	0	119	21	0	140	542
06:45 AM	0	0	0	0	0	30	248	0	0	278	84	0	42	0	126	0	130	21	0	151	555
Total	0	0	0	0	0	109	831	0	0	940	322	1	91	2	416	0	454	70	0	524	1880
07:00 AM	0	0	0	0	0	31	315	1	0	347	91	0	41	3	135	0	118	19	0	137	619
07:15 AM	0	0	0	0	0	35	342	0	0	377	88	0	37	1	126	0	171	26	0	197	700
07:30 AM	0	0	0	1	1	42	284	0	0	326	64	0	47	0	111	0	180	21	0	201	639
07:45 AM	0	0	0	1	1	25	256	0	0	281	62	0	50	0	112	0	172	25	0	197	591
Total	0	0	0	2	2	133	1197	1	0	1331	305	0	175	4	484	0	641	91	0	732	2549
08:00 AM	0	0	0	0	0	42	282	0	0	324	61	0	52	0	113	0	169	27	0	196	633
08:15 AM	0	0	0	1	1	26	303	0	0	329	63	0	58	0	121	0	164	23	0	187	638
08:30 AM	0	0	0	1	1	24	276	0	0	300	64	0	51	0	115	0	148	16	0	164	580
08:45 AM	0	0	0	0	0	18	241	0	0	259	58	0	45	0	103	0	153	24	0	177	539
Total	0	0	0	2	2	110	1102	0	0	1212	246	0	206	0	452	0	634	90	0	724	2390
Grand Total	0	0	0	4	4	352	3130	1	0	3483	873	1	472	6	1352	0	1729	251	0	1980	6819
Apprch %	0	0	0	100		10.1	89.9	0	0		64.6	0.1	34.9	0.4		0	87.3	12.7	0		
Total %	0	0	0	0.1	0.1	5.2	45.9	0	0	51.1	12.8	0	6.9	0.1	19.8	0	25.4	3.7	0	29	

Start Time	I 295 NB On Ramp Southbound				Monument Rd Westbound				I 295 NB Off Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	35	342	0	377	88	0	37	125	0	171	26	197	699
07:30 AM	0	0	0	0	42	284	0	326	64	0	47	111	0	180	21	201	638
07:45 AM	0	0	0	0	25	256	0	281	62	0	50	112	0	172	25	197	590
08:00 AM	0	0	0	0	42	282	0	324	61	0	52	113	0	169	27	196	633
Total Volume	0	0	0	0	144	1164	0	1308	275	0	186	461	0	692	99	791	2560
% App. Total	0	0	0	0	11	89	0		59.7	0	40.3		0	87.5	12.5		
PHF	.000	.000	.000	.000	.857	.851	.000	.867	.781	.000	.894	.922	.000	.961	.917	.984	.916

Peggy Malone & Associates, Inc.

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Groups Printed- Cars

Start Time	I 295 NB On Ramp Southbound					Monument Rd Westbound					I 295 NB Off Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	0	0	26	203	0	0	229	73	1	54	0	128	0	166	22	0	188	545
02:15 PM	0	0	0	0	0	38	210	0	0	248	65	0	68	1	134	0	165	19	0	184	566
02:30 PM	0	0	0	0	0	27	244	0	0	271	60	0	52	1	113	0	170	18	0	188	572
02:45 PM	0	0	0	0	0	29	232	0	0	261	73	0	60	0	133	0	208	25	0	233	627
Total	0	0	0	0	0	120	889	0	0	1009	271	1	234	2	508	0	709	84	0	793	2310
03:00 PM	0	0	0	0	0	14	259	0	0	273	75	0	45	1	121	0	196	35	0	231	625
03:15 PM	0	0	0	0	0	31	246	0	0	277	99	0	66	0	165	0	233	37	0	270	712
03:30 PM	0	0	0	0	0	49	278	0	0	327	85	0	55	2	142	0	223	25	0	248	717
03:45 PM	0	0	0	0	0	38	245	0	0	283	84	0	58	0	142	0	228	33	0	261	686
Total	0	0	0	0	0	132	1028	0	0	1160	343	0	224	3	570	0	880	130	0	1010	2740
04:00 PM	0	0	0	0	0	42	279	0	0	321	105	0	53	0	158	0	264	24	0	288	767
04:15 PM	0	0	0	0	0	46	252	0	0	298	84	0	63	1	148	0	256	19	0	275	721
04:30 PM	0	0	0	0	0	43	229	1	0	273	108	0	75	1	184	0	252	29	0	281	738
04:45 PM	0	0	0	0	0	37	228	0	0	265	122	0	82	3	207	0	273	28	0	301	773
Total	0	0	0	0	0	168	988	1	0	1157	419	0	273	5	697	0	1045	100	0	1145	2999
05:00 PM	0	0	0	0	0	47	222	0	0	269	101	0	66	0	167	0	298	31	0	329	765
05:15 PM	0	0	0	0	0	38	265	0	0	303	112	0	79	1	192	0	275	46	0	321	816
05:30 PM	0	0	0	0	0	41	237	0	0	278	113	0	83	0	196	0	313	29	0	342	816
05:45 PM	0	0	0	0	0	46	190	0	0	236	119	0	95	4	218	0	278	40	0	318	772
Total	0	0	0	0	0	172	914	0	0	1086	445	0	323	5	773	0	1164	146	0	1310	3169
06:00 PM	0	0	0	0	0	46	233	0	0	279	96	0	55	0	151	0	292	28	0	320	750
06:15 PM	0	0	0	0	0	45	196	0	0	241	95	0	96	1	192	0	249	24	0	273	706
06:30 PM	0	0	0	0	0	29	217	0	0	246	99	0	70	1	170	0	196	22	0	218	634
06:45 PM	0	0	0	0	0	37	181	0	0	218	73	0	77	0	150	0	195	30	0	225	593
Total	0	0	0	0	0	157	827	0	0	984	363	0	298	2	663	0	932	104	0	1036	2683
Grand Total	0	0	0	0	0	749	4646	1	0	5396	1841	1	1352	17	3211	0	4730	564	0	5294	13901
Apprch %	0	0	0	0	0	13.9	86.1	0	0	57.3	57.3	0	42.1	0.5	13.2	0	89.3	10.7	0	38.1	
Total %	0	0	0	0	0	5.4	33.4	0	0	38.8	13.2	0	9.7	0.1	23.1	0	34	4.1	0	38.1	

Start Time	I 295 NB On Ramp Southbound				Monument Rd Westbound				I 295 NB Off Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	37	228	0	265	122	0	82	204	0	273	28	301	770
05:00 PM	0	0	0	0	47	222	0	269	101	0	66	167	0	298	31	329	765
05:15 PM	0	0	0	0	38	265	0	303	112	0	79	191	0	275	46	321	815
05:30 PM	0	0	0	0	41	237	0	278	113	0	83	196	0	313	29	342	816
Total Volume	0	0	0	0	163	952	0	1115	448	0	310	758	0	1159	134	1293	3166
% App. Total	0	0	0	0	14.6	85.4	0	38.8	59.1	0	40.9	23.1	0	89.6	10.4	38.1	
PHF	.000	.000	.000	.000	.867	.898	.000	.920	.918	.000	.934	.929	.000	.926	.728	.945	.970

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 6- Monument Rd & I 295 NB Ramps PM
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Groups Printed- Trucks

Start Time	I 295 NB On Ramp Southbound					Monument Rd Westbound					I 295 NB Off Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	0	0	2	7	0	0	9	5	0	1	0	6	0	3	0	0	3	18
02:15 PM	0	0	0	0	0	1	8	0	0	9	1	0	1	0	2	0	9	0	0	9	20
02:30 PM	0	0	0	0	0	4	10	0	0	14	5	0	3	0	8	0	8	0	0	8	30
02:45 PM	0	0	0	0	0	2	3	0	0	5	1	0	2	0	3	0	5	0	0	5	13
Total	0	0	0	0	0	9	28	0	0	37	12	0	7	0	19	0	25	0	0	25	81
03:00 PM	0	0	0	0	0	1	4	0	0	5	5	1	1	0	7	0	4	1	0	5	17
03:15 PM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	5	0	0	5	13
03:30 PM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	9	1	0	10	17
03:45 PM	0	0	0	0	0	3	8	0	0	11	0	0	2	0	2	0	8	1	0	9	22
Total	0	0	0	0	0	4	25	0	0	29	7	1	3	0	11	0	26	3	0	29	69
04:00 PM	0	0	0	0	0	2	2	0	0	4	0	0	2	0	2	0	5	0	0	5	11
04:15 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	9	0	0	9	13
04:30 PM	0	0	0	0	0	0	8	0	0	8	2	0	1	0	3	0	12	1	0	13	24
04:45 PM	0	0	0	0	0	1	5	0	0	6	1	0	3	0	4	0	11	1	0	12	22
Total	0	0	0	0	0	3	18	0	0	21	4	0	6	0	10	0	37	2	0	39	70
05:00 PM	0	0	0	0	0	2	4	0	0	6	3	0	2	0	5	0	6	0	0	6	17
05:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
05:30 PM	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	0	7	0	0	7	15
05:45 PM	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	0	6	0	0	6	11
Total	0	0	0	0	0	3	18	0	0	21	4	0	4	0	8	0	22	0	0	22	51
06:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	3	0	0	3	6
06:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	6
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
06:45 PM	0	0	0	0	0	1	1	0	0	2	1	0	1	0	2	0	2	0	0	2	6
Total	0	0	0	0	0	2	6	0	0	8	1	0	2	0	3	0	12	1	0	13	24
Grand Total	0	0	0	0	0	21	95	0	0	116	28	1	22	0	51	0	122	6	0	128	295
Apprch %	0	0	0	0		18.1	81.9	0	0		54.9	2	43.1	0		0	95.3	4.7	0		
Total %	0	0	0	0		7.1	32.2	0	0	39.3	9.5	0.3	7.5	0	17.3	0	41.4	2	0	43.4	

Start Time	I 295 NB On Ramp Southbound				Monument Rd Westbound				I 295 NB Off Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	2	7	0	9	5	0	1	6	0	3	0	3	18
02:15 PM	0	0	0	0	1	8	0	9	1	0	1	2	0	9	0	9	20
02:30 PM	0	0	0	0	4	10	0	14	5	0	3	8	0	8	0	8	30
02:45 PM	0	0	0	0	2	3	0	5	1	0	2	3	0	5	0	5	13
Total Volume	0	0	0	0	9	28	0	37	12	0	7	19	0	25	0	25	81
% App. Total	0	0	0		24.3	75.7	0		63.2	0	36.8		0	100	0		
PHF	.000	.000	.000	.000	.563	.700	.000	.661	.600	.000	.583	.594	.000	.694	.000	.694	.675

Peggy Malone & Associates, Inc.
(888) 247-8602

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Groups Printed- Bicycles on Road

Start Time	I 295 NB On Ramp Southbound					Monument Rd Westbound					I 295 NB Off Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	1	0	0	1	8
Apprch %	0	0	0	0		0	100	0	0		100	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	75	0	0	75	12.5	0	0	0	12.5	0	12.5	0	0	12.5	

Start Time	I 295 NB On Ramp Southbound				Monument Rd Westbound				I 295 NB Off Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.375

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 6- Monument Rd & I 295 NB Ramps PM
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Groups Printed- Bicycles on Crosswalk

Start Time	I 295 NB On Ramp Southbound					Monument Rd Westbound					I 295 NB Off Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	6
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	

Start Time	I 295 NB On Ramp Southbound				Monument Rd Westbound				I 295 NB Off Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates, Inc.
(888) 247-8602

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Groups Printed- Combined

Start Time	I 295 NB On Ramp Southbound					Monument Rd Westbound					I 295 NB Off Ramp Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	0	0	28	210	0	0	238	78	1	55	0	134	0	169	22	0	191	563
02:15 PM	0	0	0	0	0	39	218	0	0	257	66	0	69	1	136	0	174	19	0	193	586
02:30 PM	0	0	0	0	0	31	256	0	0	287	65	0	55	1	121	0	178	18	0	196	604
02:45 PM	0	0	0	0	0	31	236	0	0	267	74	0	62	0	136	0	213	25	0	238	641
Total	0	0	0	0	0	129	920	0	0	1049	283	1	241	2	527	0	734	84	0	818	2394
03:00 PM	0	0	0	0	0	15	263	0	0	278	80	1	46	1	128	0	200	36	0	236	642
03:15 PM	0	0	0	0	0	31	253	0	0	284	100	0	66	0	166	0	238	37	0	275	725
03:30 PM	0	0	0	0	0	49	284	0	0	333	86	0	55	2	143	0	232	26	0	258	734
03:45 PM	0	0	0	0	0	41	254	0	0	295	85	0	60	0	145	0	236	34	0	270	710
Total	0	0	0	0	0	136	1054	0	0	1190	351	1	227	3	582	0	906	133	0	1039	2811
04:00 PM	0	0	0	0	0	44	281	0	0	325	105	0	55	1	161	0	269	24	0	293	779
04:15 PM	0	0	0	0	0	46	255	0	0	301	85	0	63	2	150	0	265	19	0	284	735
04:30 PM	0	0	0	0	0	43	237	1	0	281	110	0	76	1	187	0	264	30	0	294	762
04:45 PM	0	0	0	0	0	38	233	0	0	271	123	0	85	3	211	0	284	29	0	313	795
Total	0	0	0	0	0	171	1006	1	0	1178	423	0	279	7	709	0	1082	102	0	1184	3071
05:00 PM	0	0	0	0	0	49	226	0	0	275	104	0	68	0	172	0	305	31	0	336	783
05:15 PM	0	0	0	0	0	38	270	0	0	308	112	0	79	2	193	0	278	46	0	324	825
05:30 PM	0	0	0	0	0	41	243	0	0	284	114	0	84	1	199	0	320	29	0	349	832
05:45 PM	0	0	0	0	0	47	194	0	0	241	119	0	96	4	219	0	284	40	0	324	784
Total	0	0	0	0	0	175	933	0	0	1108	449	0	327	7	783	0	1187	146	0	1333	3224
06:00 PM	0	0	0	0	0	47	235	0	0	282	96	0	56	0	152	0	295	28	0	323	757
06:15 PM	0	0	0	0	0	45	199	0	0	244	95	0	96	1	192	0	251	25	0	276	712
06:30 PM	0	0	0	0	0	29	218	0	0	247	99	0	70	1	170	0	201	22	0	223	640
06:45 PM	0	0	0	0	0	38	182	0	0	220	74	0	78	2	154	0	197	30	0	227	601
Total	0	0	0	0	0	159	834	0	0	993	364	0	300	4	668	0	944	105	0	1049	2710
Grand Total	0	0	0	0	0	770	4747	1	0	5518	1870	2	1374	23	3269	0	4853	570	0	5423	14210
Apprch %	0	0	0	0	0	14	86	0	0		57.2	0.1	42	0.7		0	89.5	10.5	0		
Total %	0	0	0	0	0	5.4	33.4	0	0	38.8	13.2	0	9.7	0.2	23	0	34.2	4	0	38.2	

Start Time	I 295 NB On Ramp Southbound				Monument Rd Westbound				I 295 NB Off Ramp Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	38	233	0	271	123	0	85	208	0	284	29	313	792
05:00 PM	0	0	0	0	49	226	0	275	104	0	68	172	0	305	31	336	783
05:15 PM	0	0	0	0	38	270	0	308	112	0	79	191	0	278	46	324	823
05:30 PM	0	0	0	0	41	243	0	284	114	0	84	198	0	320	29	349	831
Total Volume	0	0	0	0	166	972	0	1138	453	0	316	769	0	1187	135	1322	3229
% App. Total	0	0	0	0	14.6	85.4	0		58.9	0	41.1		0	89.8	10.2		
PHF	.000	.000	.000	.000	.847	.900	.000	.924	.921	.000	.929	.924	.000	.927	.734	.947	.971

Peggy Malone & Associates, Inc.
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Groups Printed- Cars

Start Time	Monument Rd Westbound				Lee Rd Northbound				Monument Rd Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	127	6	0	133	6	17	1	24	7	137	1	0	145	302
06:15 AM	197	8	0	205	2	19	0	21	14	160	0	0	174	400
06:30 AM	230	4	0	234	2	40	0	42	16	160	0	0	176	452
06:45 AM	231	19	0	250	5	35	0	40	20	174	0	0	194	484
Total	785	37	0	822	15	111	1	127	57	631	1	0	689	1638
07:00 AM	294	15	0	309	4	44	0	48	23	169	1	0	193	550
07:15 AM	317	27	0	344	8	46	0	54	37	181	0	1	219	617
07:30 AM	269	34	0	303	10	41	0	51	56	160	0	0	216	570
07:45 AM	244	54	1	299	6	32	1	39	58	148	0	0	206	544
Total	1124	130	1	1255	28	163	1	192	174	658	1	1	834	2281
08:00 AM	258	25	0	283	7	59	2	68	41	173	1	0	215	566
08:15 AM	254	19	0	273	5	45	0	50	49	155	0	0	204	527
08:30 AM	256	24	0	280	16	42	0	58	35	134	1	0	170	508
08:45 AM	212	18	0	230	12	37	0	49	37	145	0	0	182	461
Total	980	86	0	1066	40	183	2	225	162	607	2	0	771	2062
Grand Total	2889	253	1	3143	83	457	4	544	393	1896	4	1	2294	5981
Apprch %	91.9	8	0		15.3	84	0.7		17.1	82.7	0.2	0		
Total %	48.3	4.2	0	52.5	1.4	7.6	0.1	9.1	6.6	31.7	0.1	0	38.4	

Start Time	Monument Rd Westbound			Lee Rd Northbound			Monument Rd Eastbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	317	27	344	8	46	54	37	181	0	218	616
07:30 AM	269	34	303	10	41	51	56	160	0	216	570
07:45 AM	244	54	298	6	32	38	58	148	0	206	542
08:00 AM	258	25	283	7	59	66	41	173	1	215	564
Total Volume	1088	140	1228	31	178	209	192	662	1	855	2292
% App. Total	88.6	11.4		14.8	85.2		22.5	77.4	0.1		
PHF	.858	.648	.892	.775	.754	.792	.828	.914	.250	.981	.930

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Groups Printed- Trucks

Start Time	Monument Rd Westbound				Lee Rd Northbound				Monument Rd Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	2	0	0	2	6	6	0	12	1	0	0	0	1	15
06:15 AM	1	0	0	1	5	8	0	13	0	4	0	0	4	18
06:30 AM	0	2	0	2	3	6	0	9	2	9	0	0	11	22
06:45 AM	2	1	0	3	2	5	0	7	0	4	0	0	4	14
Total	5	3	0	8	16	25	0	41	3	17	0	0	20	69
07:00 AM	4	0	0	4	1	0	0	1	2	1	0	0	3	8
07:15 AM	4	1	0	5	0	0	0	0	2	7	0	0	9	14
07:30 AM	2	0	0	2	1	0	0	1	0	3	0	0	3	6
07:45 AM	3	1	0	4	0	2	0	2	0	3	0	0	3	9
Total	13	2	0	15	2	2	0	4	4	14	0	0	18	37
08:00 AM	3	1	0	4	0	2	0	2	6	9	0	0	15	21
08:15 AM	2	0	0	2	1	4	0	5	7	9	0	0	16	23
08:30 AM	1	2	0	3	2	4	0	6	6	5	0	0	11	20
08:45 AM	2	2	0	4	1	4	0	5	6	9	0	0	15	24
Total	8	5	0	13	4	14	0	18	25	32	0	0	57	88
Grand Total	26	10	0	36	22	41	0	63	32	63	0	0	95	194
Apprch %	72.2	27.8	0		34.9	65.1	0		33.7	66.3	0	0		
Total %	13.4	5.2	0	18.6	11.3	21.1	0	32.5	16.5	32.5	0	0	49	

Start Time	Monument Rd Westbound			Lee Rd Northbound			Monument Rd Eastbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	3	1	4	0	2	2	6	9	0	15	21
08:15 AM	2	0	2	1	4	5	7	9	0	16	23
08:30 AM	1	2	3	2	4	6	6	5	0	11	20
08:45 AM	2	2	4	1	4	5	6	9	0	15	24
Total Volume	8	5	13	4	14	18	25	32	0	57	88
% App. Total	61.5	38.5		22.2	77.8		43.9	56.1	0		
PHF	.667	.625	.813	.500	.875	.750	.893	.889	.000	.891	.917

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Groups Printed- Bicycles on Road

Start Time	Monument Rd Westbound				Lee Rd Northbound				Monument Rd Eastbound					Int. Total	
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0	0			
Total %															

Start Time	Monument Rd Westbound			Lee Rd Northbound			Monument Rd Eastbound				Int. Total	
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 06:00 AM												
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Bicycles on Crosswalk

Start Time	Monument Rd Westbound				Lee Rd Northbound				Monument Rd Eastbound					Int. Total	
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	1	1	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Grand Total	0	0	1	1	0	0	2	2	0	0	0	0	0	0	3
Apprch %	0	0	100		0	0	100		0	0	0	0	0		
Total %	0	0	33.3	33.3	0	0	66.7	66.7	0	0	0	0	0	0	

Start Time	Monument Rd Westbound			Lee Rd Northbound			Monument Rd Eastbound				Int. Total	
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 06:00 AM												
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Combined

Start Time	Monument Rd Westbound				Lee Rd Northbound				Monument Rd Eastbound				Int. Total	
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds		App. Total
06:00 AM	129	6	0	135	12	23	1	36	8	137	1	0	146	317
06:15 AM	198	8	0	206	7	27	0	34	14	164	0	0	178	418
06:30 AM	230	6	0	236	5	46	0	51	18	169	0	0	187	474
06:45 AM	233	20	0	253	7	40	0	47	20	178	0	0	198	498
Total	790	40	0	830	31	136	1	168	60	648	1	0	709	1707
07:00 AM	298	15	1	314	5	44	1	50	25	170	1	0	196	560
07:15 AM	321	28	0	349	8	46	0	54	39	188	0	1	228	631
07:30 AM	271	34	0	305	11	41	0	52	56	163	0	0	219	576
07:45 AM	247	55	1	303	6	34	1	41	58	151	0	0	209	553
Total	1137	132	2	1271	30	165	2	197	178	672	1	1	852	2320
08:00 AM	261	26	0	287	7	61	2	70	47	182	1	0	230	587
08:15 AM	256	19	0	275	6	49	0	55	56	164	0	0	220	550
08:30 AM	257	26	0	283	18	46	0	64	41	139	1	0	181	528
08:45 AM	214	20	0	234	13	41	1	55	43	154	0	0	197	486
Total	988	91	0	1079	44	197	3	244	187	639	2	0	828	2151
Grand Total	2915	263	2	3180	105	498	6	609	425	1959	4	1	2389	6178
Apprch %	91.7	8.3	0.1		17.2	81.8	1		17.8	82	0.2	0		
Total %	47.2	4.3	0	51.5	1.7	8.1	0.1	9.9	6.9	31.7	0.1	0	38.7	

Start Time	Monument Rd Westbound			Lee Rd Northbound			Monument Rd Eastbound			Int. Total	
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left		App. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	321	28	349	8	46	54	39	188	0	227	630
07:30 AM	271	34	305	11	41	52	56	163	0	219	576
07:45 AM	247	55	302	6	34	40	58	151	0	209	551
08:00 AM	261	26	287	7	61	68	47	182	1	230	585
Total Volume	1100	143	1243	32	182	214	200	684	1	885	2342
% App. Total	88.5	11.5		15	85		22.6	77.3	0.1		
PHF	.857	.650	.890	.727	.746	.787	.862	.910	.250	.962	.929

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Groups Printed- Cars

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	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	214	8	0	222	11	33	0	44	38	202	1	0	241	507
02:15 PM	204	21	0	225	10	33	0	43	31	180	1	0	212	480
02:30 PM	223	11	0	234	8	30	0	38	32	183	0	0	215	487
02:45 PM	223	20	0	243	11	33	1	45	48	230	1	0	279	567
Total	864	60	0	924	40	129	1	170	149	795	3	0	947	2041
03:00 PM	217	13	0	230	14	45	0	59	30	248	1	0	279	568
03:15 PM	249	16	0	265	16	31	1	48	46	287	2	0	335	648
03:30 PM	242	16	1	259	7	43	0	50	44	261	2	0	307	616
03:45 PM	230	9	0	239	9	45	0	54	54	271	0	0	325	618
Total	938	54	1	993	46	164	1	211	174	1067	5	0	1246	2450
04:00 PM	264	12	0	276	5	32	0	37	53	292	1	0	346	659
04:15 PM	255	18	0	273	9	47	0	56	48	261	0	1	310	639
04:30 PM	199	10	0	209	13	39	2	54	34	290	0	0	324	587
04:45 PM	207	13	1	221	15	48	3	66	72	343	1	0	416	703
Total	925	53	1	979	42	166	5	213	207	1186	2	1	1396	2588
05:00 PM	225	9	0	234	22	64	0	86	47	334	1	0	382	702
05:15 PM	220	15	0	235	28	47	0	75	55	367	0	0	422	732
05:30 PM	203	19	0	222	23	69	1	93	56	320	0	0	376	691
05:45 PM	164	9	0	173	28	50	0	78	41	385	1	0	427	678
Total	812	52	0	864	101	230	1	332	199	1406	2	0	1607	2803
06:00 PM	220	23	0	243	17	59	1	77	41	307	2	0	350	670
06:15 PM	183	17	0	200	13	40	0	53	49	317	2	0	368	621
06:30 PM	210	22	0	232	17	39	0	56	34	251	1	0	286	574
06:45 PM	161	15	0	176	12	40	0	52	37	243	1	0	281	509
Total	774	77	0	851	59	178	1	238	161	1118	6	0	1285	2374
Grand Total	4313	296	2	4611	288	867	9	1164	890	5572	18	1	6481	12256
Apprch %	93.5	6.4	0		24.7	74.5	0.8		13.7	86	0.3	0		
Total %	35.2	2.4	0	37.6	2.3	7.1	0.1	9.5	7.3	45.5	0.1	0	52.9	

Start Time	Monument Rd Westbound			Lee Rd Northbound			Monument Rd Eastbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	207	13	220	15	48	63	72	343	1	416	699
05:00 PM	225	9	234	22	64	86	47	334	1	382	702
05:15 PM	220	15	235	28	47	75	55	367	0	422	732
05:30 PM	203	19	222	23	69	92	56	320	0	376	690
Total Volume	855	56	911	88	228	316	230	1364	2	1596	2823
% App. Total	93.9	6.1		27.8	72.2		14.4	85.5	0.1		
PHF	.950	.737	.969	.786	.826	.859	.799	.929	.500	.945	.964

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Groups Printed- Trucks

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	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	2	0	0	2	0	4	0	4	0	6	0	0	6	12
02:15 PM	5	1	0	6	2	3	0	5	4	3	0	0	7	18
02:30 PM	4	0	0	4	2	9	0	11	3	9	0	0	12	27
02:45 PM	3	1	0	4	3	3	0	6	1	5	0	0	6	16
Total	14	2	0	16	7	19	0	26	8	23	0	0	31	73
03:00 PM	2	0	0	2	0	1	0	1	0	1	0	0	1	4
03:15 PM	7	0	0	7	0	1	0	1	0	2	0	0	2	10
03:30 PM	5	0	0	5	1	0	0	1	3	3	0	0	6	12
03:45 PM	8	1	0	9	0	3	0	3	6	4	0	0	10	22
Total	22	1	0	23	1	5	0	6	9	10	0	0	19	48
04:00 PM	3	3	0	6	1	1	0	2	1	3	0	0	4	12
04:15 PM	3	1	0	4	1	0	0	1	6	2	0	0	8	13
04:30 PM	6	1	0	7	1	1	0	2	6	5	0	0	11	20
04:45 PM	5	5	0	10	0	1	0	1	10	3	0	0	13	24
Total	17	10	0	27	3	3	0	6	23	13	0	0	36	69
05:00 PM	2	4	0	6	0	3	0	3	3	2	0	0	5	14
05:15 PM	2	2	0	4	0	3	0	3	1	2	0	0	3	10
05:30 PM	4	1	0	5	0	0	0	0	3	3	0	0	6	11
05:45 PM	3	3	0	6	0	0	0	0	3	2	0	0	5	11
Total	11	10	0	21	0	6	0	6	10	9	0	0	19	46
06:00 PM	1	1	0	2	0	1	0	1	3	2	0	0	5	8
06:15 PM	3	0	0	3	0	0	0	0	1	1	0	0	2	5
06:30 PM	0	0	0	0	1	1	0	2	2	3	0	0	5	7
06:45 PM	4	0	0	4	0	0	0	0	0	3	0	0	3	7
Total	8	1	0	9	1	2	0	3	6	9	0	0	15	27
Grand Total	72	24	0	96	12	35	0	47	56	64	0	0	120	263
Apprch %	75	25	0		25.5	74.5	0		46.7	53.3	0	0		
Total %	27.4	9.1	0	36.5	4.6	13.3	0	17.9	21.3	24.3	0	0	45.6	

Start Time	Monument Rd Westbound			Lee Rd Northbound			Monument Rd Eastbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:00 PM											
02:00 PM	2	0	2	0	4	4	0	6	0	6	12
02:15 PM	5	1	6	2	3	5	4	3	0	7	18
02:30 PM	4	0	4	2	9	11	3	9	0	12	27
02:45 PM	3	1	4	3	3	6	1	5	0	6	16
Total Volume	14	2	16	7	19	26	8	23	0	31	73
% App. Total	87.5	12.5		26.9	73.1		25.8	74.2	0		
PHF	.700	.500	.667	.583	.528	.591	.500	.639	.000	.646	.676

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Groups Printed- Bicycles on Road

Start Time	Monument Rd Westbound				Lee Rd Northbound				Monument Rd Eastbound					Int. Total	
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	2	2	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	1	0	0	0	0	1	1	0	0	2	3	3
Apprch %	100	0	0		0	0	0		50	50	0	0			
Total %	33.3	0	0	33.3	0	0	0		33.3	33.3	0	0	66.7		

Start Time	Monument Rd Westbound			Lee Rd Northbound			Monument Rd Eastbound				Int. Total	
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 04:30 PM												
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	1	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	1	0	1	1	1
Total Volume	0	0	0	0	0	0	1	1	0	2	2	2
% App. Total	0	0		0	0		50	50	0			
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.500	

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Groups Printed- Combined

Start Time	Monument Rd Westbound				Lee Rd Northbound				Monument Rd Eastbound				Int. Total	
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds		App. Total
02:00 PM	216	8	0	224	11	37	0	48	38	208	1	0	247	519
02:15 PM	209	22	0	231	12	36	0	48	35	183	1	0	219	498
02:30 PM	228	11	0	239	10	39	0	49	35	192	0	0	227	515
02:45 PM	226	21	0	247	14	36	1	51	49	235	1	0	285	583
Total	879	62	0	941	47	148	1	196	157	818	3	0	978	2115
03:00 PM	219	13	0	232	14	46	0	60	30	249	1	0	280	572
03:15 PM	256	16	0	272	16	32	1	49	46	289	2	0	337	658
03:30 PM	247	16	1	264	8	43	0	51	47	264	2	0	313	628
03:45 PM	238	10	0	248	9	48	0	57	60	275	0	0	335	640
Total	960	55	1	1016	47	169	1	217	183	1077	5	0	1265	2498
04:00 PM	267	15	0	282	6	33	0	39	54	295	1	0	350	671
04:15 PM	258	19	0	277	10	47	1	58	54	263	0	1	318	653
04:30 PM	205	11	0	216	14	40	2	56	40	295	0	0	335	607
04:45 PM	212	18	1	231	15	49	3	67	82	346	1	0	429	727
Total	942	63	1	1006	45	169	6	220	230	1199	2	1	1432	2658
05:00 PM	227	13	0	240	22	67	0	89	51	336	1	0	388	717
05:15 PM	222	17	0	239	28	50	1	79	56	370	0	0	426	744
05:30 PM	207	20	0	227	23	69	2	94	59	323	0	0	382	703
05:45 PM	167	12	0	179	28	50	0	78	44	387	1	0	432	689
Total	823	62	0	885	101	236	3	340	210	1416	2	0	1628	2853
06:00 PM	221	24	0	245	17	60	1	78	44	309	2	0	355	678
06:15 PM	186	17	0	203	13	40	0	53	50	318	2	0	370	626
06:30 PM	210	22	0	232	18	40	0	58	36	254	1	0	291	581
06:45 PM	165	15	0	180	12	40	1	53	37	246	1	0	284	517
Total	782	78	0	860	60	180	2	242	167	1127	6	0	1300	2402
Grand Total	4386	320	2	4708	300	902	13	1215	947	5637	18	1	6603	12526
Apprch %	93.2	6.8	0		24.7	74.2	1.1		14.3	85.4	0.3	0		
Total %	35	2.6	0	37.6	2.4	7.2	0.1	9.7	7.6	45	0.1	0	52.7	

Start Time	Monument Rd Westbound			Lee Rd Northbound			Monument Rd Eastbound			Int. Total	
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left		App. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	212	18	230	15	49	64	82	346	1	429	723
05:00 PM	227	13	240	22	67	89	51	336	1	388	717
05:15 PM	222	17	239	28	50	78	56	370	0	426	743
05:30 PM	207	20	227	23	69	92	59	323	0	382	701
Total Volume	868	68	936	88	235	323	248	1375	2	1625	2884
% App. Total	92.7	7.3		27.2	72.8		15.3	84.6	0.1		
PHF	.956	.850	.975	.786	.851	.878	.756	.929	.500	.947	.970

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Groups Printed- Cars

Start Time	St. Johns Bluff Rd Southbound					Monument Rd Westbound					St. Johns Bluff Rd Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	16	11	2	0	29	1	103	17	0	121	28	4	4	0	36	6	134	2	0	142	328
06:15 AM	24	37	3	0	64	4	130	28	0	162	31	5	8	0	44	17	128	0	0	145	415
06:30 AM	36	54	1	0	91	5	165	71	0	241	20	9	9	0	38	16	138	11	0	165	535
06:45 AM	38	74	2	0	114	4	169	72	0	245	43	14	17	1	75	31	148	4	0	183	617
Total	114	176	8	0	298	14	567	188	0	769	122	32	38	1	193	70	548	17	0	635	1895
07:00 AM	39	79	4	0	122	5	224	83	0	312	49	15	15	0	79	27	120	8	0	155	668
07:15 AM	53	114	3	0	170	6	224	111	0	341	39	20	11	1	71	44	137	15	0	196	778
07:30 AM	38	139	2	0	179	8	209	63	0	280	41	28	15	0	84	39	131	10	0	180	723
07:45 AM	39	114	0	0	153	8	185	59	0	252	40	15	14	0	69	28	100	22	0	150	624
Total	169	446	9	0	624	27	842	316	0	1185	169	78	55	1	303	138	488	55	0	681	2793
08:00 AM	42	72	6	0	120	7	193	76	0	276	40	29	17	0	86	32	124	8	0	164	646
08:15 AM	37	80	6	1	124	7	202	83	0	292	51	34	13	0	98	23	106	12	1	142	656
08:30 AM	33	62	4	0	99	8	220	65	0	293	39	29	13	0	81	37	102	20	1	160	633
08:45 AM	31	57	3	0	91	8	140	64	0	212	35	42	18	0	95	29	96	21	0	146	544
Total	143	271	19	1	434	30	755	288	0	1073	165	134	61	0	360	121	428	61	2	612	2479
Grand Total	426	893	36	1	1356	71	2164	792	0	3027	456	244	154	2	856	329	1464	133	2	1928	7167
Apprch %	31.4	65.9	2.7	0.1		2.3	71.5	26.2	0		53.3	28.5	18	0.2		17.1	75.9	6.9	0.1		
Total %	5.9	12.5	0.5	0	18.9	1	30.2	11.1	0	42.2	6.4	3.4	2.1	0	11.9	4.6	20.4	1.9	0	26.9	

Start Time	St. Johns Bluff Rd Southbound				Monument Rd Westbound				St. Johns Bluff Rd Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	39	79	4	122	5	224	83	312	49	15	15	79	27	120	8	155	668
07:15 AM	53	114	3	170	6	224	111	341	39	20	11	70	44	137	15	196	777
07:30 AM	38	139	2	179	8	209	63	280	41	28	15	84	39	131	10	180	723
07:45 AM	39	114	0	153	8	185	59	252	40	15	14	69	28	100	22	150	624
Total Volume	169	446	9	624	27	842	316	1185	169	78	55	302	138	488	55	681	2792
% App. Total	27.1	71.5	1.4		2.3	71.1	26.7		56	25.8	18.2		20.3	71.7	8.1		
PHF	.797	.802	.563	.872	.844	.940	.712	.869	.862	.696	.917	.899	.784	.891	.625	.869	.898

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Groups Printed- Trucks

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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	1	4	0	0	5	9
06:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	9
06:30 AM	1	2	0	0	3	0	0	5	0	5	2	0	1	0	3	3	9	0	0	12	23
06:45 AM	1	0	1	0	2	0	0	5	0	5	0	0	0	0	0	0	7	0	0	7	14
Total	3	2	1	0	6	0	1	11	0	12	4	0	1	0	5	4	28	0	0	32	55
07:00 AM	3	1	1	0	5	0	1	2	0	3	3	1	0	0	4	0	1	0	0	1	13
07:15 AM	1	0	0	0	1	0	2	0	0	2	1	2	3	0	6	0	5	0	0	5	14
07:30 AM	1	4	1	0	6	0	3	0	0	3	1	1	0	0	2	0	2	0	0	2	13
07:45 AM	1	2	0	0	3	1	1	0	0	2	2	1	1	0	4	0	4	1	0	5	14
Total	6	7	2	0	15	1	7	2	0	10	7	5	4	0	16	0	12	1	0	13	54
08:00 AM	0	0	0	0	0	0	4	0	0	4	0	3	3	0	6	1	6	0	0	7	17
08:15 AM	2	0	0	0	2	0	1	1	0	2	6	1	0	0	7	5	7	0	0	12	23
08:30 AM	2	0	1	0	3	1	0	2	0	3	0	1	1	0	2	1	4	2	0	7	15
08:45 AM	3	2	1	0	6	0	2	3	0	5	2	2	0	0	4	1	7	1	0	9	24
Total	7	2	2	0	11	1	7	6	0	14	8	7	4	0	19	8	24	3	0	35	79
Grand Total	16	11	5	0	32	2	15	19	0	36	19	12	9	0	40	12	64	4	0	80	188
Apprch %	50	34.4	15.6	0		5.6	41.7	52.8	0		47.5	30	22.5	0		15	80	5	0		
Total %	8.5	5.9	2.7	0	17	1.1	8	10.1	0	19.1	10.1	6.4	4.8	0	21.3	6.4	34	2.1	0	42.6	

Start Time	St. Johns Bluff Rd Southbound				Monument Rd Westbound				St. Johns Bluff Rd Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	4	0	4	0	3	3	6	1	6	0	7	17
08:15 AM	2	0	0	2	0	1	1	2	6	1	0	7	5	7	0	12	23
08:30 AM	2	0	1	3	1	0	2	3	0	1	1	2	1	4	2	7	15
08:45 AM	3	2	1	6	0	2	3	5	2	2	0	4	1	7	1	9	24
Total Volume	7	2	2	11	1	7	6	14	8	7	4	19	8	24	3	35	79
% App. Total	63.6	18.2	18.2		7.1	50	42.9		42.1	36.8	21.1		22.9	68.6	8.6		
PHF	.583	.250	.500	.458	.250	.438	.500	.700	.333	.583	.333	.679	.400	.857	.375	.729	.823

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Groups Printed- Bicycles on Road

Start Time	St. Johns Bluff Rd Southbound					Monument Rd Westbound					St. Johns Bluff Rd Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Apprch %	0	100	0	0		0	0	0	0		0	0	100	0		0	0	0	0		
Total %	0	50	0	0	50	0	0	0	0	0	0	0	50	0	50	0	0	0	0	0	

Start Time	St. Johns Bluff Rd Southbound				Monument Rd Westbound				St. Johns Bluff Rd Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	
Total Volume	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 8- Monument Rd & St Johns Bluff Rd AM
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Groups Printed- Bicycles on Crosswalk

Start Time	St. Johns Bluff Rd Southbound					Monument Rd Westbound					St. Johns Bluff Rd Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0

Start Time	St. Johns Bluff Rd Southbound				Monument Rd Westbound				St. Johns Bluff Rd Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates, Inc.
(888) 247-8602

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Groups Printed- Combined

Start Time	St. Johns Bluff Rd Southbound					Monument Rd Westbound					St. Johns Bluff Rd Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	16	11	2	0	29	1	104	18	0	123	30	4	4	0	38	7	138	2	0	147	337
06:15 AM	25	37	3	0	65	4	130	28	0	162	31	5	8	0	44	17	136	0	0	153	424
06:30 AM	37	56	1	0	94	5	165	76	0	246	22	9	10	0	41	19	147	11	0	177	558
06:45 AM	39	74	3	0	116	4	169	77	0	250	43	14	17	1	75	31	155	4	0	190	631
Total	117	178	9	0	304	14	568	199	0	781	126	32	39	1	198	74	576	17	0	667	1950
07:00 AM	42	80	5	0	127	5	225	85	0	315	52	16	15	0	83	27	121	8	0	156	681
07:15 AM	54	114	3	0	171	6	226	111	0	343	40	22	14	1	77	44	142	15	0	201	792
07:30 AM	39	143	3	0	185	8	212	63	0	283	42	29	15	0	86	39	133	10	0	182	736
07:45 AM	40	116	0	0	156	9	186	59	0	254	42	16	15	1	74	28	104	23	0	155	639
Total	175	453	11	0	639	28	849	318	0	1195	176	83	59	2	320	138	500	56	0	694	2848
08:00 AM	42	72	6	0	120	7	197	76	0	280	40	32	20	0	92	33	130	8	0	171	663
08:15 AM	39	81	6	1	127	7	203	84	0	294	57	35	13	0	105	28	113	12	1	154	680
08:30 AM	35	62	5	0	102	9	220	67	0	296	39	30	14	0	83	38	106	22	1	167	648
08:45 AM	34	59	4	0	97	8	142	67	0	217	37	44	19	0	100	30	103	22	0	155	569
Total	150	274	21	1	446	31	762	294	0	1087	173	141	66	0	380	129	452	64	2	647	2560
Grand Total	442	905	41	1	1389	73	2179	811	0	3063	475	256	164	3	898	341	1528	137	2	2008	7358
Apprch %	31.8	65.2	3	0.1		2.4	71.1	26.5	0		52.9	28.5	18.3	0.3		17	76.1	6.8	0.1		
Total %	6	12.3	0.6	0	18.9	1	29.6	11	0	41.6	6.5	3.5	2.2	0	12.2	4.6	20.8	1.9	0	27.3	

Start Time	St. Johns Bluff Rd Southbound				Monument Rd Westbound				St. Johns Bluff Rd Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	42	80	5	127	5	225	85	315	52	16	15	83	27	121	8	156	681
07:15 AM	54	114	3	171	6	226	111	343	40	22	14	76	44	142	15	201	791
07:30 AM	39	143	3	185	8	212	63	283	42	29	15	86	39	133	10	182	736
07:45 AM	40	116	0	156	9	186	59	254	42	16	15	73	28	104	23	155	638
Total Volume	175	453	11	639	28	849	318	1195	176	83	59	318	138	500	56	694	2846
% App. Total	27.4	70.9	1.7		2.3	71	26.6		55.3	26.1	18.6		19.9	72	8.1		
PHF	.810	.792	.550	.864	.778	.939	.716	.871	.846	.716	.983	.924	.784	.880	.609	.863	.899

Peggy Malone & Associates, Inc.

(888) 247-8602

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Groups Printed- Cars

Start Time	St. Johns Bluff Rd Southbound					Monument Rd Westbound					St. Johns Bluff Rd Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	23	36	4	0	63	8	150	45	0	203	66	54	20	0	140	18	150	27	0	195	601
02:15 PM	31	41	8	0	80	12	142	43	0	197	64	46	29	0	139	20	116	38	1	175	591
02:30 PM	37	48	5	0	90	4	170	61	0	235	59	42	22	0	123	26	127	32	0	185	633
02:45 PM	25	55	5	0	85	6	167	36	0	209	70	51	21	0	142	21	149	33	0	203	639
Total	116	180	22	0	318	30	629	185	0	844	259	193	92	0	544	85	542	130	1	758	2464
03:00 PM	23	44	3	0	70	13	158	55	0	226	73	54	22	0	149	19	161	34	0	214	659
03:15 PM	23	40	6	0	69	6	180	55	0	241	52	54	34	0	140	20	192	41	0	253	703
03:30 PM	24	47	7	0	78	9	176	49	0	234	84	57	44	0	185	26	163	35	0	224	721
03:45 PM	21	46	6	0	73	10	174	47	0	231	93	54	27	0	174	23	196	31	0	250	728
Total	91	177	22	0	290	38	688	206	0	932	302	219	127	0	648	88	712	141	0	941	2811
04:00 PM	29	37	6	0	72	8	188	42	0	238	75	68	26	1	170	16	185	36	1	238	718
04:15 PM	21	36	3	0	60	6	191	43	0	240	90	76	21	0	187	23	171	46	0	240	727
04:30 PM	23	51	3	0	77	13	167	53	0	233	79	73	25	0	177	17	232	41	0	290	777
04:45 PM	17	41	6	0	64	11	147	48	0	206	91	65	31	0	187	28	216	48	0	292	749
Total	90	165	18	0	273	38	693	186	0	917	335	282	103	1	721	84	804	171	1	1060	2971
05:00 PM	22	42	8	0	72	6	163	61	0	230	98	85	29	0	212	33	267	55	0	355	869
05:15 PM	30	57	9	0	96	7	162	43	0	212	113	96	23	0	232	33	254	50	0	337	877
05:30 PM	19	50	0	0	69	11	159	56	0	226	110	87	27	1	225	32	268	52	0	352	872
05:45 PM	17	55	9	0	81	7	131	46	0	184	97	58	20	0	175	36	269	49	0	354	794
Total	88	204	26	0	318	31	615	206	0	852	418	326	99	1	844	134	1058	206	0	1398	3412
06:00 PM	10	33	7	0	50	11	156	72	0	239	99	71	19	0	189	34	217	53	0	304	782
06:15 PM	26	43	14	0	83	15	158	42	0	215	95	62	14	0	171	17	230	44	0	291	760
06:30 PM	27	31	6	0	64	8	139	56	0	203	88	67	18	0	173	18	187	47	1	253	693
06:45 PM	25	27	8	0	60	9	132	37	0	178	81	56	18	0	155	20	212	30	0	262	655
Total	88	134	35	0	257	43	585	207	0	835	363	256	69	0	688	89	846	174	1	1110	2890
Grand Total	473	860	123	0	1456	180	3210	990	0	4380	1677	1276	490	2	3445	480	3962	822	3	5267	14548
Apprch %	32.5	59.1	8.4	0		4.1	73.3	22.6	0		48.7	37	14.2	0.1		9.1	75.2	15.6	0.1		
Total %	3.3	5.9	0.8	0	10	1.2	22.1	6.8	0	30.1	11.5	8.8	3.4	0	23.7	3.3	27.2	5.7	0	36.2	

Start Time	St. Johns Bluff Rd Southbound				Monument Rd Westbound				St. Johns Bluff Rd Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	22	42	8	72	6	163	61	230	98	85	29	212	33	267	55	355	869
05:15 PM	30	57	9	96	7	162	43	212	113	96	23	232	33	254	50	337	877
05:30 PM	19	50	0	69	11	159	56	226	110	87	27	224	32	268	52	352	871
05:45 PM	17	55	9	81	7	131	46	184	97	58	20	175	36	269	49	354	794
Total Volume	88	204	26	318	31	615	206	852	418	326	99	843	134	1058	206	1398	3411
% App. Total	27.7	64.2	8.2		3.6	72.2	24.2		49.6	38.7	11.7		9.6	75.7	14.7		
PHF	.733	.895	.722	.828	.705	.943	.844	.926	.925	.849	.853	.908	.931	.983	.936	.985	.972

Peggy Malone & Associates, Inc.
(888) 247-8602

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Groups Printed- Trucks

Start Time	St. Johns Bluff Rd Southbound					Monument Rd Westbound					St. Johns Bluff Rd Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	3	0	0	3	3	0	0	0	3	4	0	1	0	5	11
02:15 PM	3	0	0	0	3	0	4	2	0	6	9	3	2	0	14	0	2	1	0	3	26
02:30 PM	0	1	0	0	1	0	4	1	0	5	2	0	0	0	2	2	6	2	0	10	18
02:45 PM	2	0	0	0	2	0	2	0	0	2	3	1	1	0	5	2	1	0	0	3	12
Total	5	1	0	0	6	0	13	3	0	16	17	4	3	0	24	8	9	4	0	21	67
03:00 PM	1	0	1	0	2	0	0	2	0	2	2	1	0	0	3	1	3	0	0	4	11
03:15 PM	2	0	0	0	2	0	4	0	0	4	2	0	0	0	2	1	1	0	0	2	10
03:30 PM	0	2	0	0	2	0	4	1	0	5	1	1	0	0	2	1	5	0	0	6	15
03:45 PM	3	1	0	0	4	0	7	1	0	8	0	3	0	0	3	0	2	4	0	6	21
Total	6	3	1	0	10	0	15	4	0	19	5	5	0	0	10	3	11	4	0	18	57
04:00 PM	2	2	0	0	4	0	5	0	0	5	2	0	0	0	2	1	5	1	0	7	18
04:15 PM	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	1	1	0	2	6
04:30 PM	0	1	0	0	1	1	7	1	0	9	3	0	2	0	5	2	3	1	0	6	21
04:45 PM	2	2	0	0	4	4	7	1	0	12	2	5	0	0	7	0	4	1	0	5	28
Total	5	5	0	0	10	5	21	3	0	29	7	5	2	0	14	3	13	4	0	20	73
05:00 PM	6	0	0	0	6	0	3	0	0	3	0	2	0	0	2	1	1	0	0	2	13
05:15 PM	1	0	0	0	1	0	0	1	0	1	1	1	1	0	3	0	2	0	0	2	7
05:30 PM	3	0	0	0	3	0	3	0	0	3	1	2	0	0	3	0	2	0	0	2	11
05:45 PM	2	1	0	0	3	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	9
Total	12	1	0	0	13	0	10	2	0	12	2	5	1	0	8	1	6	0	0	7	40
06:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	1	0	3	5
06:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
06:30 PM	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	1	3	0	0	4	8
06:45 PM	2	0	0	0	2	0	1	0	0	1	2	0	0	0	2	0	3	0	0	3	8
Total	3	1	0	0	4	0	3	2	0	5	3	0	0	0	3	1	9	1	0	11	23
Grand Total	31	11	1	0	43	5	62	14	0	81	34	19	6	0	59	16	48	13	0	77	260
Apprch %	72.1	25.6	2.3	0		6.2	76.5	17.3	0		57.6	32.2	10.2	0		20.8	62.3	16.9	0		
Total %	11.9	4.2	0.4	0	16.5	1.9	23.8	5.4	0	31.2	13.1	7.3	2.3	0	22.7	6.2	18.5	5	0	29.6	

Start Time	St. Johns Bluff Rd Southbound				Monument Rd Westbound				St. Johns Bluff Rd Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	2	0	4	0	5	0	5	2	0	0	2	1	5	1	7	18
04:15 PM	1	0	0	1	0	2	1	3	0	0	0	0	0	1	1	2	6
04:30 PM	0	1	0	1	1	7	1	9	3	0	2	5	2	3	1	6	21
04:45 PM	2	2	0	4	4	7	1	12	2	5	0	7	0	4	1	5	28
Total Volume	5	5	0	10	5	21	3	29	7	5	2	14	3	13	4	20	73
% App. Total	50	50	0		17.2	72.4	10.3		50	35.7	14.3		15	65	20		
PHF	.625	.625	.000	.625	.313	.750	.750	.604	.583	.250	.250	.500	.375	.650	1.000	.714	.652

Peggy Malone & Associates, Inc.
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Groups Printed- Bicycles on Road

Start Time	St. Johns Bluff Rd Southbound					Monument Rd Westbound					St. Johns Bluff Rd Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
03:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Grand Total	0	2	0	0	2	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	7
Apprch %	0	100	0	0		0	100	0	0		0	0	100	0		0	0	0	0		
Total %	0	28.6	0	0	28.6	0	57.1	0	0	57.1	0	0	14.3	0	14.3	0	0	0	0	0	

Start Time	St. Johns Bluff Rd Southbound				Monument Rd Westbound				St. Johns Bluff Rd Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

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Groups Printed- Bicycles on Crosswalk

Start Time	St. Johns Bluff Rd Southbound					Monument Rd Westbound					St. Johns Bluff Rd Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	

Start Time	St. Johns Bluff Rd Southbound				Monument Rd Westbound				St. Johns Bluff Rd Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

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Groups Printed- Combined

Start Time	St. Johns Bluff Rd Southbound					Monument Rd Westbound					St. Johns Bluff Rd Northbound					Monument Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	23	37	4	0	64	8	153	45	0	206	69	54	20	0	143	22	150	28	0	200	613
02:15 PM	34	41	8	0	83	12	146	45	0	203	73	49	31	0	153	20	118	39	1	178	617
02:30 PM	37	49	5	0	91	4	175	62	0	241	61	42	22	0	125	28	133	34	0	195	652
02:45 PM	27	55	5	0	87	6	169	36	0	211	73	52	22	0	147	23	150	33	0	206	651
Total	121	182	22	0	325	30	643	188	0	861	276	197	95	0	568	93	551	134	1	779	2533
03:00 PM	24	44	4	0	72	13	159	57	0	229	75	55	22	1	153	20	164	34	0	218	672
03:15 PM	25	40	6	0	71	6	184	55	0	245	54	54	34	0	142	21	193	41	0	255	713
03:30 PM	24	50	7	0	81	9	180	50	0	239	85	58	44	0	187	27	168	35	0	230	737
03:45 PM	24	47	6	0	77	10	181	48	0	239	93	57	27	0	177	23	198	35	0	256	749
Total	97	181	23	0	301	38	704	210	0	952	307	224	127	1	659	91	723	145	0	959	2871
04:00 PM	31	39	6	0	76	8	193	42	0	243	77	68	26	1	172	17	190	37	1	245	736
04:15 PM	22	36	3	0	61	6	193	44	0	243	90	76	21	0	187	23	172	47	0	242	733
04:30 PM	23	52	3	0	78	14	174	54	0	242	82	73	27	0	182	19	235	42	0	296	798
04:45 PM	19	43	6	0	68	15	154	49	0	218	93	70	31	0	194	28	220	49	0	297	777
Total	95	170	18	0	283	43	714	189	0	946	342	287	105	1	735	87	817	175	1	1080	3044
05:00 PM	28	42	8	0	78	6	166	61	0	233	98	87	29	0	214	34	268	55	0	357	882
05:15 PM	31	57	9	0	97	7	162	44	0	213	114	97	24	0	235	33	256	50	0	339	884
05:30 PM	22	50	0	0	72	11	163	56	0	230	111	89	27	1	228	32	270	52	0	354	884
05:45 PM	19	56	9	0	84	7	136	47	0	190	97	58	20	0	175	36	270	49	0	355	804
Total	100	205	26	0	331	31	627	208	0	866	420	331	100	1	852	135	1064	206	0	1405	3454
06:00 PM	10	33	7	0	50	11	157	72	0	240	100	71	19	0	190	34	219	54	0	307	787
06:15 PM	27	43	14	0	84	15	158	42	0	215	95	62	14	0	171	17	231	44	0	292	762
06:30 PM	27	32	6	0	65	8	140	58	0	206	88	67	18	0	173	19	190	47	1	257	701
06:45 PM	27	27	8	0	62	9	133	37	0	179	83	56	19	0	158	20	215	30	0	265	664
Total	91	135	35	0	261	43	588	209	0	840	366	256	70	0	692	90	855	175	1	1121	2914
Grand Total	504	873	124	0	1501	185	3276	1004	0	4465	1711	1295	497	3	3506	496	4010	835	3	5344	14816
Apprch %	33.6	58.2	8.3	0		4.1	73.4	22.5	0		48.8	36.9	14.2	0.1		9.3	75	15.6	0.1		
Total %	3.4	5.9	0.8	0	10.1	1.2	22.1	6.8	0	30.1	11.5	8.7	3.4	0	23.7	3.3	27.1	5.6	0	36.1	

Start Time	St. Johns Bluff Rd Southbound				Monument Rd Westbound				St. Johns Bluff Rd Northbound				Monument Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	28	42	8	78	6	166	61	233	98	87	29	214	34	268	55	357	882
05:15 PM	31	57	9	97	7	162	44	213	114	97	24	235	33	256	50	339	884
05:30 PM	22	50	0	72	11	163	56	230	111	89	27	227	32	270	52	354	883
05:45 PM	19	56	9	84	7	136	47	190	97	58	20	175	36	270	49	355	804
Total Volume	100	205	26	331	31	627	208	866	420	331	100	851	135	1064	206	1405	3453
% App. Total	30.2	61.9	7.9		3.6	72.4	24		49.4	38.9	11.8		9.6	75.7	14.7		
PHF	.806	.899	.722	.853	.705	.944	.852	.929	.921	.853	.862	.905	.938	.985	.936	.984	.977

Appendix H:

Study Area Historical AADT
Volume and Growth Rates

Year of Count	Historical Growth Rates									Combined Average					NERPM-AB**					
	Monument Rd. AADT				1-295 SB Ramp AADT	1-295 NB Ramp AADT	Atlantic Blvd. AADT	Trednick Pkwy. AADT	St. Johns Bluff Rd. AADT	Regency Square Blvd. N AADT	Monument Rd. AADT	Atlantic Blvd. AADT	Trednick Pkwy. AADT	St. Johns Bluff Rd. AADT	Regency Square Blvd. N AADT	Monument Rd. AADT	Atlantic Blvd. AADT	Trednick Pkwy. AADT	St. Johns Bluff Rd. AADT	Regency Square Blvd. N AADT
Count Station	FL Traffic Online 9034	7222-Regency Sq Blvd to Atlantic Blvd	7223-1-295 to Trednick Parkway	7049-St. Johns Bluff Rd to Lee Rd	FL Traffic Online 4127	FL Traffic Online 4130	FL Traffic Online 0988	N/A - Monument Rd to Southside Connector	7047 - s of Monument Rd	FL Traffic Online / 24 Counts										
2040	19919	15950	21242	16534	2763	17090	62981	36395	23828	24055	25781	60210	26586	20111	19243	33268	57555	19333	16951	15359
2030	23627	17385	26075	20241	3584	12507	58727	25856	18649	17216	27197	57304	21787	17001	15243	24186	59911	18310	15489	13478
2029	24034	17535	26615	20655	3679	12123	58318	24987	18198	16650	27343	57021	21357	16718	14892	24602	55749	18211	15350	13303
2028	24448	17687	27166	21077	3776	11750	57912	24147	17758	16102	27490	56740	20936	16440	14549	25026	55588	18112	15212	13131
2027	24869	17840	27729	21508	3876	11389	57508	23335	17328	15572	27637	56460	20523	16166	14214	25457	55427	18014	15075	12961
2026	25297	17994	28303	21947	3978	11039	57107	22551	16909	15060	27785	56181	20118	15897	13887	25895	55267	17916	14840	12799
2025	25733	18150	28889	22395	4083	10700	56709	21793	16500	14566	27934	55904	19721	15632	13567	26341	55107	17819	14806	12627
2024	26176	18307	29487	22853	4191	10371	56314	21061	16101	14086	28084	55628	19332	15372	13255	26795	54948	17722	14673	12463
2023	26627	18465	30098	23320	4302	10052	55922	20353	15711	13623	28235	55353	18951	15116	12950	27256	54789	17626	14541	12301
2022	27086	18625	30721	23796	4415	9743	55532	19669	15331	13175	28386	55080	18577	14864	12652	27725	54630	17531	14410	12142
2021	27552	18786	31357	24282	4531	9444	55145	19008	14960	12742	28538	54808	18211	14617	12361	28202	54472	17436	14281	11985
2020	28026	18949	32006	24778	4651	9154	54761	18369	14598	12323	28691	54537	17852	14374	12076	28688	54314	17342	14153	11830
2019	28509	19113	32669	25284	4774	8873	54379	17752	14245	11918	28845	54268	17500	14135	11798	29182	54157	17248	14026	11677
2018	29000	19278	33346	25801	4900	8600	54000	17155	13900	11526	29000	54000	17155	13900	11526	29000	54000	17155	13900	11526
2017	24500	19445	34037	26328	5300	7900	52000	16107	13700	10000	24500	52000	16107	13700	10000	24500	52000	16107	13700	10000
2016	28000	19475	31407	25103	5000	7200	54500	14635	13300	10000	28000	54500	14635	13300	10000	28000	54500	14635	13300	10000
2015	27500	19475	32799	25128	4800	7000	51500	14879	12807	10000	27500	51500	14879	12807	10000	27500	51500	14879	12807	10000
2014	26500	21338	32496	25326	4700	6600	51500	14392	13213	9400	26500	51500	14392	13213	9400	26500	51500	14392	13213	9400
2013	25000	20316	32739	24269	4500	6300	52500	14440	11876	9400	25000	52500	14440	11876	9400	25000	52500	14440	11876	9400
2012	25000	20803	32778	24476	4800	6000	48500	14147	11269	9300	25000	48500	14147	11269	9300	25000	48500	14147	11269	9300
2011	26000	17911	32417	25148	5500	6700	53000	13564	9200	26000	26000	53000	13564	11139	9200	26000	53000	13564	11139	9200
2010	29000	18991	33326	27332	6900	6800	51000	12387	12387	29000	29000	51000	12387	12387	29000	51000	12387	12387	29000	51000
2009	30500	21676	35626	31225	5600	6900	49000	-	11685	-	30500	49000	-	11685	-	30500	49000	-	11685	-
2008	36000	21775	42625	32676	6900	6400	51000	-	11043	-	36000	51000	-	11043	-	36000	51000	-	11043	-
Average G.R.	-1.69%	-0.86%	-2.03%	-2.00%	-2.57%	3.17%	0.70%	3.48%	2.48%	3.40%	-0.53%	0.50%	2.01%	1.69%	2.36%	0.63%	0.29%	0.54%	0.91%	1.31%
Growth Rate Used											1.00%	1.00%	2.00%	1.69%	2.00%					

*Based on Historical Growth
**Based on Forecasted Growth

NTFPO Counts
FL Traffic Online

FL Traffic Online

NERPM-AB Dat	Monument Rd.										
	Year	AADT	G.R.	Atlantic Blvd.		Trednick Pkwy.		St. Johns Bluff Rd.		Regency Sq. Blvd. N	
				AADT	G.R.	AADT	G.R.	AADT	G.R.	AADT	G.R.
2040	36732		0.59%	68720	-0.04%	31720	-0.33%	23553	0.64%	17082	0.64%
2035	35669		0.63%	68848	0.77%	32253	1.07%	22816	0.46%	16546	3.55%
2030	34571		0.74%	66250	0.77%	30575	0.97%	22298	0.35%	13901	1.17%
2025	33324		0.55%	65363	0.16%	29141	0.47%	21917	2.18%	13114	-0.10%
2020	32422			64856		28463		19676		13182	
Average			0.63%		0.29%		0.54%		0.91%		1.31%
2020-2030					0.64%						
2020-2040					0.63%						

Duval County Local Roads Traffic Counts - 2015

COUNT STATION	ROADWAY	LOCATION DESCRIPTION	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT
	Moncrief Rd	Martin Luther King Blvd and Myrtle Ave							6,849	6,290	6,775
7127	Moncrief Rd	e of Soutel Dr	12,911	11,858	12,221	10,914	10,068	10,617	11,483	10,718	11,826
7010	Moncrief Rd	50' e of SCLRR	4,736	4,404	4,892	4,385		4,229	4,354	4,045	4,179
74	Moncrief Rd	At Moncrief Creek Bridge	19,200	16,500	18,100	16,700		16,300	16,700	14,900	15,900
75	Moncrief Rd	s of Edgewood Ave n of Frank Ave	15,200	12,700	14,700	13,800	13,000	14,100	9,500		
	Moncrief Rd	Golfarir Blvd to Edgewood Ave							16,087	15,063	15,441
16700	Moncrief Rd	n of Edgewood Ave	12,815	11,383	12,221	10,914	10,068	10,933	11,030	10,143	11,672
7130	Monroe St	w of Pearl St	1,365	2,683	2,566		2,065	1,800			
	Monroe St	I-95 to Broad St							2,189	2,370	2,396
	Monroe St	Pearl St to Main St							2,291	1,483	1,448
7223	Monument Rd	I-295 to Trednick Parkway	37,965	42,625	35,626	33,326	32,417	32,778	32,739	32,496	32,799
7048	Monument Rd	McCormick Rd to St. Johns Bluff Rd	35,543	32,525	31,455	28,518	25,717	25,366	25,365	26,279	26,218
7052	Monument Rd	Ft Caroline Rd to Mc Cormick Rd	6,414	5,733	5,057	21,030	19,427	20,373	20,754	21,294	21,138
7049	Monument Rd	St. Johns Bluff Rd to Lee Rd	34,157	32,676	31,225	27,332	25,148	24,476	24,269	25,326	25,728
7222	Monument Rd	Regency Sq Blvd to Atlantic Blvd	25,003	21,775	21,676	18,991	17,911	20,803	20,316	21,338	19,475
	Monument Rd	Lee Rd to I-295 (SR 9A)				33,608	30,271	29,909	29,704	30,684	30,803
	Monument Rd	Tredinick Pkwy to Regency Sq Blvd N				19,863	19,853	20,186	19,831	19,519	19,709
7298	Morse Ave	Ricker Rd to Blanding Blvd	3,126	2,779	2,612	2,446	2,580	2,792	2,841	2,674	2,974
7225	Mt. Pleasant Rd	Monument Rd to McCormick Rd.	3,755	3,766	3,688	2,716	2,592	2,607	2,713	2,736	2,937
7224	Mt. Pleasant Rd	e of McCormick Rd	26,033	24,307							
7132	Myrtle Ave	Kings Rd to Golfair Blvd	7,469	6,997	6,207	6,158	4,967	5,956	5,716	5,315	5,906
7131	Myrtle Ave	Forest St to Kings Rd	7,546	7,313	6,564	6,479	5,576	6,287	6,471	6,253	6,991
	New Berlin Rd	Alta Dr to Zoo Parkway							5,477	5,731	7,045

City of Jacksonville 2019 Local Traffic Counts

Link Id Number	Facility Name ²	From To	Roadway Type ³	Posted Speed	Lanes	Max Daily Capacity *	2019 Average Daily Traffic	2019 PM Peak Hour Traffic	Daily % Cap Used	Daily Capacity Available	Volume to Capacity Ratio	2018 Average Daily Traffic	2018 PM Peak Hour Traffic
495	MARKET ST	COASTLINE DR TO STATE ST	COLLECTOR	30	2	11,232	988	69	8.80%	10,244	0.09	993	85
543	MAX LEGGETT PKWY	AIRPORT CENTER DR TO MAIN ST	COLLECTOR	45	4	33,538	12,140	994	36.20%	21,398	0.36	10,836	921
319	MCCOYS CREEK BLVD	FITZGERALD ST TO I-95	COLLECTOR	30	2	11,232	421	29	3.75%	10,811	0.04	366	28
192	MCDUFF AVE	I-10 TO COMMONWEALTH AVE	MINOR ARTERIAL	30	2	14,742	9,231	710	62.62%	5,511	0.63	9,284	748
222	MCDUFF AVE	ST. JOHNS AVE TO ROOSEVELT BLVD EXPY	MINOR ARTERIAL	30	2	14,742	3,932	236	26.67%	10,810	0.27	3,483	211
327	MCDUFF AVE	COMMONWEALTH AVE TO 5TH ST	COLLECTOR	30	2	14,742	6,697	615	45.43%	8,045	0.45	7,038	568
323	MELSON AVE	W. 5TH ST/NORMAN E THAGARD BLVD TO W BEAVER ST	COLLECTOR	30	2	11,232	3,593	286	31.99%	7,639	0.32	2,571	213
831	MELSON AVE	OLD KINGS RD TO W. 5TH ST/NORMAN E THUGARD BLVD	COLLECTOR	30	2	11,232	1,239	107	11.03%	9,993	0.11		
302	MEMORIAL PARK RD	RAMONA BLVD TO OLD MIDDLEBURG RD	COLLECTOR	35	2	11,232	5,576	479	49.64%	5,656	0.50	5,694	510
254	MERRILL RD	UNIVERSITY BLVD TO TOWNSEND BLVD	MINOR ARTERIAL	35	4	31,941	22,246	1,633	69.65%	9,695	0.70	21,701	1,693
255	MERRILL RD	HARTSFIELD RD TO SOUTHSIDE CONN (SR 113)	MINOR ARTERIAL	40	4	39,492	51,769	3,917	131.09%	(12,277)	1.31	49,993	3,919
679	MERRILL RD	TOWNSEND BLVD TO HARTSFIELD RD	MINOR ARTERIAL	40	4	37,611	38,609	2,852	102.65%	(998)	1.03	36,881	2,776
586	MIA-POW BLVD	PARKLAND RD TO FIRST COAST EXPWY/SR 23	SIS CONNECTOR	45	4	39,492	6,397	605	16.20%	33,095	0.16	6,007	516
863	MIA-POW BLVD	PARKLAND RD TO AVIATION AVE	SIS CONNECTOR	35	2	15,600	3,200	536	20.51%	12,400	0.21	6,007	516
258	MILL CREEK RD	ARLINGTON EXPY TO REGENCY SQUARE BLVD N	MINOR ARTERIAL	40	4	37,611	4,887	440	12.99%	32,724	0.13	4,814	416
259	MILL CREEK RD	REGENCY SQUARE BLVD N TO LONE STAR RD	MINOR ARTERIAL	40	2	12,744	10,403	927	81.63%	2,341	0.82	10,240	831
742	MILL CREEK RD	ARLINGTON EXPY TO ATLANTIC BLVD	CURRENTLY NOT CLASSIFIED	30	2	11,232	2,352	234	20.94%	8,880	0.21	2,160	198
464	MONCRIEF RD	MYRTLE AVE TO GOLFAIR BLVD	COLLECTOR	35	2	11,232	8,615	722	76.70%	2,617	0.77	9,963	760
465	MONCRIEF RD	GOLFAIR BLVD TO EDGEWOOD AVE	COLLECTOR	35	4	22,815	16,680	1,332	73.11%	6,135	0.73	17,331	1,364
474	MONCRIEF RD	NEW KINGS RD TO OLD KINGS RD	COLLECTOR	35	2	11,232	3,680	305	32.76%	7,552	0.33	4,134	318
508	MONCRIEF RD	CLEVELAND RD TO SOUTEL DR	COLLECTOR	45	4	37,611	12,950	981	34.43%	24,661	0.34	13,423	1,077
509	MONCRIEF RD	SOUTEL DR TO NEW KINGS RD	COLLECTOR	45	2	16,727	4,900	351	29.29%	11,827	0.29	5,031	387
730	MONCRIEF RD	M.L.K. JR PKWY/20TH ST EXPY TO MYRTLE AVE	CURRENTLY NOT CLASSIFIED	35	2	14,742	6,257	537	42.44%	8,485	0.42	7,186	544
851	MONCRIEF RD	EDGEWOOD AVE TO CLEVELAND RD	COLLECTOR	45	4	37,611	12,224	979	32.50%	25,387	0.33		
530	MONROE ST	I-95 TO BROAD ST	MINOR ARTERIAL (ONE-WAY)	30	2	18,252	2,089	131	11.45%	16,163	0.11	2,538	173
731	MONROE ST	PEARL ST TO MAIN ST	MINOR ARTERIAL (ONE-WAY)	30	2	18,252	1,796	237	9.84%	16,456	0.10	1,912	320
399	MONUMENT RD	FORT CAROLINE RD TO MCCORMICK RD	COLLECTOR	45	4	37,611	18,944	1,644	50.37%	18,667	0.50	20,977	1,653
400	MONUMENT RD	MCCORMICK RD TO ST. JOHNS BLUFF RD	COLLECTOR	45	4	37,611	26,888	2,202	71.49%	10,723	0.71	26,419	2,142
401	MONUMENT RD	ST. JOHNS BLUFF RD TO LEE RD	COLLECTOR	45	4	37,611	26,360	2,176	70.09%	11,251	0.70	26,267	2,141
402	MONUMENT RD	I-295/SR 9A TO TREDINICK PKWY	COLLECTOR	45	4	39,492	30,438	2,604	77.07%	9,054	0.77	19,341	1,496
403	MONUMENT RD	REGENCY SQUARE BLVD N TO ATLANTIC BLVD	COLLECTOR	35	4	31,941	20,190	1,577	63.21%	11,751	0.63	33,754	2,921
680	MONUMENT RD	LEE RD TO I-295/SR 9A	COLLECTOR	45	4	37,611	31,455	2,479	83.63%	6,156	0.84	32,257	2,613
681	MONUMENT RD	TREDINICK PKWY TO REGENCY SQUARE BLVD N	COLLECTOR	45	4	37,611	18,667	1,567	49.63%	18,944	0.50	19,197	1,548
272	MORSE AVE	RICKER RD TO BLANDING BLVD	COLLECTOR	40	2	16,727	3,039	297	18.17%	13,688	0.18	3,163	307
395	MT. PLEASANT RD	MONUMENT RD TO MCCORMICK RD	COLLECTOR	35	2	11,232	3,735	403	33.25%	7,497	0.33	3,015	309
473	MYRTLE AVE	KINGS RD TO GOLFAIR BLVD	COLLECTOR	30	2	14,742	5,495	489	37.27%	9,247	0.37	6,087	535
472	MYRTLE AVE S	FOREST ST TO KINGS RD	COLLECTOR	30	2	14,040	6,477	608	46.13%	7,563	0.46	6,190	614
794	NELSON ST	LENOX AVE TO POST ST	CURRENTLY NOT CLASSIFIED	30	2	11,232	2,028	162	18.06%	9,204	0.18		
373	NEW BERLIN RD	MAIN ST TO PULASKI RD	COLLECTOR	35	4	31,941	11,687	1,083	36.59%	20,254	0.37	11,051	1,071
376	NEW BERLIN RD	CEDAR POINT RD/NEW BERLIN RD W TO FAYE RD	COLLECTOR	45	2	16,727	8,600	838	51.42%	8,127	0.51	8,440	762
715	NEW BERLIN RD	FAYE RD TO ALTA DR	COLLECTOR	40	2	16,727	4,981	673	29.78%	11,746	0.30	2,998	221
716	NEW BERLIN RD	ALTA DR TO ZOO PKWY (SR 105)	COLLECTOR	40	2	16,727	9,741	963	58.24%	6,986	0.58	7,226	683
714	NEW BERLIN RD EAST	NEW BERLIN RD TO HECKSCHER DR (SR 105)	COLLECTOR	40	2	16,727	8,976	872	53.66%	7,751	0.54	8,197	1,022
374	NEW BERLIN RD W	PULASKI RD TO AIRPORT CENTER DR E	COLLECTOR	45	2	16,727	12,551	1,118	75.04%	4,176	0.75	11,854	1,091
375	NEW BERLIN RD W	YELLOW BLUFF RD TO CEDAR POINT RD	COLLECTOR	45	2	16,727	11,865	1,042	70.94%	4,862	0.71	11,533	1,026
862	NEW BERLIN RD W	AIRPORT CENTER DR E TO YELLOW BLUFF RD	COLLECTOR	45	2	16,727	12,551	1,118	75.04%	4,176	0.75	11,854	1,091
494	NEWMAN ST	COASTLINE DR TO STATE ST	COLLECTOR	35	4	22,815	2,703	270	11.85%	20,112	0.12	2,704	277
361	NORTH CAMPUS BLVD	CAPPER RD TO DUNN AVE	COLLECTOR	35	4	31,941	6,954	608	21.77%	24,987	0.22	7,380	525
813	NORTH DAVIS ST	W FORSYTH ST TO W STATE ST	CURRENTLY NOT CLASSIFIED	30	2	14,742	408	43	2.77%	14,334	0.03		

Appendix I:

2019 Volumes Synchro Analysis Results

Lanes, Volumes, Timings
1: Monument Rd & Atlantic Blvd

06/03/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	1577	88	62	2067	247	35	76	59	348	178	200
Future Volume (vph)	145	1577	88	62	2067	247	35	76	59	348	178	200
Satd. Flow (prot)	3433	5045	0	1770	5004	0	1770	3309	0	3433	1738	1504
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5045	0	1770	5004	0	1770	3309	0	3433	1738	1504
Satd. Flow (RTOR)		9			21			64			3	130
Lane Group Flow (vph)	158	1810	0	67	2515	0	38	147	0	378	219	191
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												8
Total Split (s)	23.0	130.0		18.0	125.0		18.0	18.0		24.0	24.0	24.0
Total Lost Time (s)	6.9	6.9		6.9	6.9		6.7	7.1		6.2	7.1	7.1
Act Effct Green (s)	13.7	123.8		10.4	120.5		9.1	9.4		19.3	21.6	21.6
Actuated g/C Ratio	0.07	0.65		0.05	0.63		0.05	0.05		0.10	0.11	0.11
v/c Ratio	0.64	0.55		0.70	0.79		0.45	0.66		1.08	1.09	0.67
Control Delay	97.6	18.7		121.6	27.9		103.9	63.8		146.9	161.2	39.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	97.6	18.7		121.6	27.9		103.9	63.8		146.9	161.2	39.5
LOS	F	B		F	C		F	E		F	F	D
Approach Delay		25.1			30.3			72.0			124.8	
Approach LOS		C			C			E			F	
Queue Length 50th (ft)	100	435		84	815		47	54		~280	~356	77
Queue Length 95th (ft)	143	471		#158	890		93	97		#405	#583	#203
Internal Link Dist (ft)		1298			1488			633			1514	
Turn Bay Length (ft)	1000			450			300			400		
Base Capacity (vph)	290	3290		103	3181		105	250		349	200	286
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.54	0.55		0.65	0.79		0.36	0.59		1.08	1.09	0.67

Intersection Summary

Cycle Length: 190

Actuated Cycle Length: 190

Offset: 170 (89%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 43.3

Intersection LOS: D

Intersection Capacity Utilization 89.3%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Monument Rd & Atlantic Blvd

Ø1	Ø2 (R)		Ø4	Ø3
23 s	125 s		18 s	24 s
Ø5	Ø6 (R)		Ø7	Ø8
18 s	130 s		18 s	24 s

Lanes, Volumes, Timings
2: Monument Rd & Regency Square Blvd

06/03/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	27	211	63	37	67	171	254	19	48	503	90
Future Volume (vph)	36	27	211	63	37	67	171	254	19	48	503	90
Satd. Flow (prot)	1770	1863	1583	0	1730	0	1770	3500	0	1770	3458	0
Flt Permitted	0.950				0.864		0.337			0.570		
Satd. Flow (perm)	1770	1863	1583	0	1523	0	628	3500	0	1062	3458	0
Satd. Flow (RTOR)			229		28			11			21	
Lane Group Flow (vph)	39	29	229	0	181	0	186	297	0	52	645	0
Turn Type	Prot	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases			4	8			2			6		
Total Split (s)	14.0	19.0	19.0	19.0	19.0		32.0	53.0		14.0	35.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0		5.0	6.0		5.0	6.0	
Act Effct Green (s)	7.5	21.4	21.4		13.3		67.4	58.1		60.6	53.1	
Actuated g/C Ratio	0.08	0.21	0.21		0.13		0.67	0.58		0.61	0.53	
v/c Ratio	0.30	0.07	0.44		0.80		0.35	0.15		0.08	0.35	
Control Delay	49.1	27.9	6.7		60.8		8.8	11.7		11.8	20.0	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	49.1	27.9	6.7		60.8		8.8	11.7		11.8	20.0	
LOS	D	C	A		E		A	B		B	B	
Approach Delay		14.4			60.8			10.6			19.4	
Approach LOS		B			E			B			B	
Queue Length 50th (ft)	24	14	0		93		46	51		12	105	
Queue Length 95th (ft)	57	35	55		#204		77	77		45	226	
Internal Link Dist (ft)		1227			1539			1514			1552	
Turn Bay Length (ft)	450						200			150		
Base Capacity (vph)	159	521	608		242		739	2039		733	1844	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.25	0.06	0.38		0.75		0.25	0.15		0.07	0.35	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 14 (14%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 20.4

Intersection LOS: C

Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Monument Rd & Regency Square Blvd



Lanes, Volumes, Timings
3: Monument Rd & N Regency Square Blvd/Atrium Way

06/03/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	21	124	21	24	27	132	235	12	30	487	215
Future Volume (vph)	134	21	124	21	24	27	132	235	12	30	487	215
Satd. Flow (prot)	1770	3086	0	1770	1716	0	1770	3514	0	1770	3376	0
Flt Permitted	0.427			0.652			0.262			0.587		
Satd. Flow (perm)	795	3086	0	1215	1716	0	488	3514	0	1093	3376	0
Satd. Flow (RTOR)		135			29			5			78	
Lane Group Flow (vph)	146	158	0	23	55	0	143	268	0	33	763	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Total Split (s)	19.0	17.0		27.0	25.0		14.0	35.0		21.0	42.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Act Effct Green (s)	22.7	17.5		12.8	7.5		63.6	57.5		56.6	50.3	
Actuated g/C Ratio	0.23	0.18		0.13	0.08		0.64	0.58		0.57	0.50	
v/c Ratio	0.50	0.24		0.12	0.35		0.34	0.13		0.05	0.44	
Control Delay	36.5	10.4		28.8	31.2		10.0	9.4		8.7	16.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.5	10.4		28.8	31.2		10.0	9.4		8.7	16.7	
LOS	D	B		C	C		A	A		A	B	
Approach Delay		22.9			30.5			9.6			16.3	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)	75	5		11	16		23	37		8	148	
Queue Length 95th (ft)	124	35		29	53		m44	m54		21	226	
Internal Link Dist (ft)		973			890			1552			823	
Turn Bay Length (ft)	200			250			200			200		
Base Capacity (vph)	314	665		425	349		429	2023		805	1736	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.46	0.24		0.05	0.16		0.33	0.13		0.04	0.44	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 24 (24%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 16.6

Intersection LOS: B

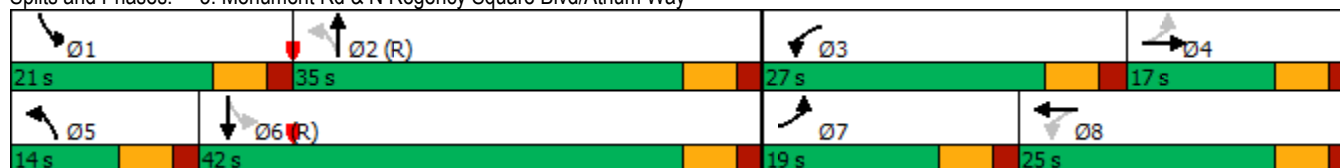
Intersection Capacity Utilization 60.1%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 3: Monument Rd & N Regency Square Blvd/Atrium Way



Lanes, Volumes, Timings
4: Monument Rd & Tredinick Pkwy

06/03/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑	↗	↖	↑	↗	↖	↖↖		↖	↖↖	↖↖
Traffic Volume (vph)	326	18	93	28	31	26	82	411	30	105	494	541
Future Volume (vph)	326	18	93	28	31	26	82	411	30	105	494	541
Satd. Flow (prot)	3433	1863	1583	1770	1863	1583	1770	3504	0	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	1770	1863	1583	1770	3504	0	1770	3539	2787
Satd. Flow (RTOR)			218			218		8				588
Lane Group Flow (vph)	354	20	101	30	34	28	89	480	0	114	537	588
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6.7
Permitted Phases			4			8						
Total Split (s)	18.0	35.0	35.0	12.0	29.0	29.0	29.0	39.0		19.0	29.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Act Effct Green (s)	12.1	15.2	15.2	6.2	7.3	7.3	9.1	20.6		9.8	21.2	41.7
Actuated g/C Ratio	0.19	0.23	0.23	0.10	0.11	0.11	0.14	0.32		0.15	0.33	0.64
v/c Ratio	0.55	0.05	0.19	0.18	0.16	0.08	0.36	0.43		0.43	0.46	0.29
Control Delay	31.2	25.2	0.8	35.8	33.4	0.4	33.6	21.7		34.1	21.8	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	31.2	25.2	0.8	35.8	33.4	0.4	33.6	21.7		34.1	21.8	1.4
LOS	C	C	A	D	C	A	C	C		C	C	A
Approach Delay		24.5			24.1			23.6			13.3	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	75	6	0	13	14	0	37	93		47	106	0
Queue Length 95th (ft)	131	27	0	40	42	0	83	148		101	167	25
Internal Link Dist (ft)		1335			399			1746			1102	
Turn Bay Length (ft)			250	200		200	350			250		230
Base Capacity (vph)	679	891	871	175	706	735	671	1911		379	1343	1890
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.52	0.02	0.12	0.17	0.05	0.04	0.13	0.25		0.30	0.40	0.31

Intersection Summary

Cycle Length: 105

Actuated Cycle Length: 64.8

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 18.4

Intersection LOS: B

Intersection Capacity Utilization 51.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Monument Rd & Tredinick Pkwy



Lanes, Volumes, Timings
5: Monument Rd & I-95 SB Ramps

06/03/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑	↑	↑	↑↑		↑		↑		
Traffic Volume (vph)	0	579	248	378	942	0	221	0	203	0	0
Future Volume (vph)	0	579	248	378	942	0	221	0	203	0	0
Satd. Flow (prot)	0	3539	1583	1770	3539	0	1770	0	1583	0	0
Flt Permitted				0.325			0.950				
Satd. Flow (perm)	0	3539	1583	605	3539	0	1770	0	1583	0	0
Satd. Flow (RTOR)			270						136		
Lane Group Flow (vph)	0	629	270	411	1024	0	240	0	221	0	0
Turn Type		NA	Perm	pm+pt	NA		Perm		Perm		
Protected Phases		2		1	6						
Permitted Phases			2	6			4		4		
Total Split (s)		44.0	44.0	34.1	44.0		31.9		31.9		
Total Lost Time (s)		6.8	6.8	6.8	6.8		6.8		6.8		
Act Effct Green (s)		53.2	53.2	76.7	76.7		19.7		19.7		
Actuated g/C Ratio		0.48	0.48	0.70	0.70		0.18		0.18		
v/c Ratio		0.37	0.30	0.69	0.41		0.76		0.56		
Control Delay		20.7	3.8	24.9	8.0		58.0		21.2		
Queue Delay		0.0	0.0	0.0	0.0		0.0		0.0		
Total Delay		20.7	3.8	24.9	8.0		58.0		21.2		
LOS		C	A	C	A		E		C		
Approach Delay		15.6			12.8			40.4			
Approach LOS		B			B			D			
Queue Length 50th (ft)		140	0	153	101		162		52		
Queue Length 95th (ft)		240	56	242	173		237		123		
Internal Link Dist (ft)		1102			623			583		388	
Turn Bay Length (ft)			800	400					60		
Base Capacity (vph)		1710	904	711	2468		403		466		
Starvation Cap Reductn		0	0	0	0		0		0		
Spillback Cap Reductn		0	0	0	0		0		0		
Storage Cap Reductn		0	0	0	0		0		0		
Reduced v/c Ratio		0.37	0.30	0.58	0.41		0.60		0.47		

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 14 (13%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 18.3

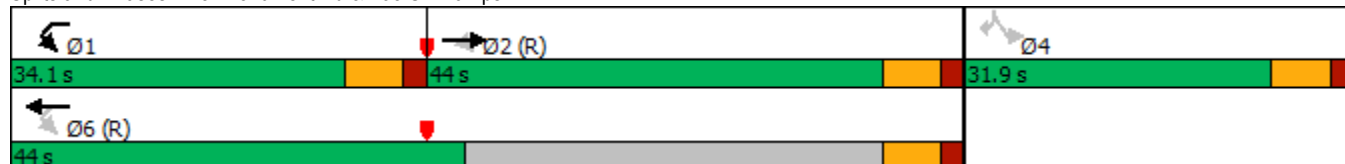
Intersection LOS: B

Intersection Capacity Utilization 49.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 5: Monument Rd & I-95 SB Ramps



Lanes, Volumes, Timings
6: I-95 NB Ramps & Monument Rd

06/03/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations	↘	↗			↗	↗	↘		↗		
Traffic Volume (vph)	99	692	0	0	1164	144	186	0	275	0	0
Future Volume (vph)	99	692	0	0	1164	144	186	0	275	0	0
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1770	0	1583	0	0
Flt Permitted	0.146						0.950				
Satd. Flow (perm)	272	3539	0	0	3539	1583	1770	0	1583	0	0
Satd. Flow (RTOR)						107			274		
Lane Group Flow (vph)	108	752	0	0	1265	157	202	0	299	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm		Perm		
Protected Phases	1	6			2						
Permitted Phases	6					2	4		4		
Total Split (s)	19.8	64.9			64.9	64.9	25.3		25.3		
Total Lost Time (s)	6.9	6.9			6.9	6.9	6.9		6.9		
Act Effct Green (s)	79.9	79.9			60.1	60.1	16.3		16.3		
Actuated g/C Ratio	0.73	0.73			0.55	0.55	0.15		0.15		
v/c Ratio	0.29	0.29			0.65	0.17	0.77		0.64		
Control Delay	8.2	1.7			23.5	7.4	64.5		13.7		
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0		
Total Delay	8.2	1.7			23.5	7.4	64.5		13.7		
LOS	A	A			C	A	E		B		
Approach Delay		2.5			21.7			34.2			
Approach LOS		A			C			C			
Queue Length 50th (ft)	17	0			382	33	136		15		
Queue Length 95th (ft)	m40	2			486	76	#222		99		
Internal Link Dist (ft)		623			1119			523		594	
Turn Bay Length (ft)	150					60			50		
Base Capacity (vph)	373	2570			1933	913	296		492		
Starvation Cap Reductn	0	0			0	0	0		0		
Spillback Cap Reductn	0	0			0	0	0		0		
Storage Cap Reductn	0	0			0	0	0		0		
Reduced v/c Ratio	0.29	0.29			0.65	0.17	0.68		0.61		

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 13 (12%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 18.0

Intersection LOS: B

Intersection Capacity Utilization 49.9%

ICU Level of Service A

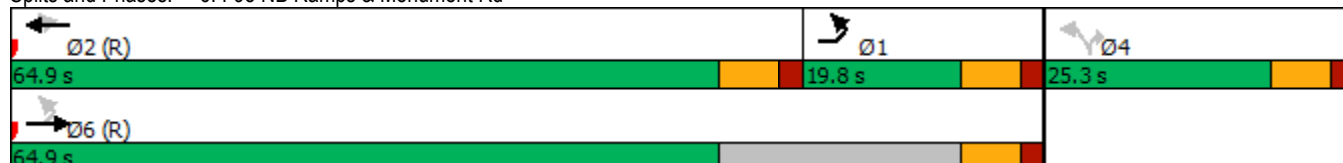
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

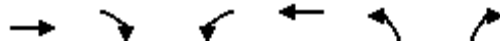
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: I-95 NB Ramps & Monument Rd



Lanes, Volumes, Timings
7: Lee Rd & Monument Rd

06/03/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (vph)	684	200	143	1100	182	32
Future Volume (vph)	684	200	143	1100	182	32
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.327		0.950	
Satd. Flow (perm)	3539	1583	609	3539	1770	1583
Satd. Flow (RTOR)		217				35
Lane Group Flow (vph)	743	217	155	1196	198	35
Turn Type	NA	Perm	pm+pt	NA	Perm	Perm
Protected Phases	2		1	6		
Permitted Phases		2	6		4	4
Total Split (s)	60.5	60.5	19.8	80.3	29.7	29.7
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	60.7	60.7	80.5	80.5	17.5	17.5
Actuated g/C Ratio	0.55	0.55	0.73	0.73	0.16	0.16
v/c Ratio	0.38	0.22	0.26	0.46	0.70	0.12
Control Delay	21.2	8.8	7.8	7.2	56.8	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.2	8.8	7.8	7.2	56.8	12.8
LOS	C	A	A	A	E	B
Approach Delay	18.4			7.2	50.2	
Approach LOS	B			A	D	
Queue Length 50th (ft)	195	31	28	155	134	0
Queue Length 95th (ft)	240	88	59	243	199	27
Internal Link Dist (ft)	1119			501	929	
Turn Bay Length (ft)		440	350			200
Base Capacity (vph)	1952	970	591	2589	381	368
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.22	0.26	0.46	0.52	0.10

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 77 (70%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 15.4

Intersection LOS: B

Intersection Capacity Utilization 51.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Lee Rd & Monument Rd



Lanes, Volumes, Timings
8: St Johns Bluff Rd & Monument Rd

06/03/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	500	138	318	849	28	59	83	176	11	453	175
Future Volume (vph)	56	500	138	318	849	28	59	83	176	11	453	175
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	2787	1770	3539	1583
Flt Permitted	0.950			0.950			0.169			0.699		
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	315	1863	2787	1302	3539	1583
Satd. Flow (RTOR)			191			136			191			191
Lane Group Flow (vph)	61	543	150	346	923	30	64	90	191	12	492	190
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4	4	3	8	
Permitted Phases			2			6	4			8		8
Total Split (s)	25.2	45.6	45.6	39.6	60.0	60.0	15.6	19.2	19.2	15.6	19.2	19.2
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	9.5	55.7	55.7	17.5	66.1	66.1	27.5	23.6	23.6	21.7	16.6	16.6
Actuated g/C Ratio	0.08	0.46	0.46	0.15	0.55	0.55	0.23	0.20	0.20	0.18	0.14	0.14
v/c Ratio	0.44	0.33	0.18	0.69	0.47	0.03	0.36	0.25	0.27	0.05	1.00	0.49
Control Delay	61.5	21.6	1.7	56.0	18.4	0.1	42.2	45.5	7.7	35.8	94.1	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.5	21.6	1.7	56.0	18.4	0.1	42.2	45.5	7.7	35.8	94.1	11.7
LOS	E	C	A	E	B	A	D	D	A	D	F	B
Approach Delay		20.8			28.0			23.9			70.5	
Approach LOS		C			C			C			E	
Queue Length 50th (ft)	46	136	0	132	229	0	39	56	0	7	~252	0
Queue Length 95th (ft)	89	192	19	176	305	0	78	118	37	24	#363	69
Internal Link Dist (ft)		4038			1605			1115			788	
Turn Bay Length (ft)	400		350	450		60	350		400	250		250
Base Capacity (vph)	283	1643	837	961	1948	932	188	366	702	300	490	384
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.33	0.18	0.36	0.47	0.03	0.34	0.25	0.27	0.04	1.00	0.49

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 88 (73%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 35.3

Intersection LOS: D

Intersection Capacity Utilization 62.7%

ICU Level of Service B

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: St Johns Bluff Rd & Monument Rd



Lanes, Volumes, Timings
1: Monument Rd & Atlantic Blvd

06/03/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	344	2205	81	81	1718	289	129	221	89	376	158	300
Future Volume (vph)	344	2205	81	81	1718	289	129	221	89	376	158	300
Satd. Flow (prot)	3433	5060	0	1770	4973	0	1770	3387	0	3433	1678	1504
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5060	0	1770	4973	0	1770	3387	0	3433	1678	1504
Satd. Flow (RTOR)		4			19			26			11	235
Lane Group Flow (vph)	374	2485	0	88	2181	0	140	337	0	409	263	235
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												8
Total Split (s)	48.0	116.0		18.0	86.0		25.0	39.0		27.0	41.0	41.0
Total Lost Time (s)	6.9	6.9		6.9	6.9		6.7	7.1		6.2	7.1	7.1
Act Effct Green (s)	27.1	109.1		11.1	93.1		17.8	23.8		28.9	34.4	34.4
Actuated g/C Ratio	0.14	0.55		0.06	0.47		0.09	0.12		0.14	0.17	0.17
v/c Ratio	0.80	0.90		0.90	0.94		0.90	0.79		0.82	0.89	0.52
Control Delay	97.2	46.2		155.9	58.9		136.2	92.6		96.1	105.9	11.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	97.2	46.2		155.9	58.9		136.2	92.6		96.1	105.9	11.5
LOS	F	D		F	E		F	F		F	F	B
Approach Delay		52.8			62.7			105.4			77.0	
Approach LOS		D			E			F			E	
Queue Length 50th (ft)	251	1053		118	987		186	214		274	349	0
Queue Length 95th (ft)	304	1109		#242	#1161		#327	268		#416	#535	94
Internal Link Dist (ft)		1298			1488			633			1514	
Turn Bay Length (ft)	1000			450			300			400		
Base Capacity (vph)	705	2762		98	2325		161	562		496	297	453
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.53	0.90		0.90	0.94		0.87	0.60		0.82	0.89	0.52

Intersection Summary

Cycle Length: 200

Actuated Cycle Length: 200

Offset: 142 (71%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 63.5

Intersection LOS: E

Intersection Capacity Utilization 94.0%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Monument Rd & Atlantic Blvd



Lanes, Volumes, Timings
2: Monument Rd & Regency Square Blvd

06/03/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	30	251	61	37	121	143	702	40	48	492	43
Future Volume (vph)	105	30	251	61	37	121	143	702	40	48	492	43
Satd. Flow (prot)	1770	1863	1583	0	1699	0	1770	3511	0	1770	3497	0
Flt Permitted	0.950				0.895		0.345			0.295		
Satd. Flow (perm)	1770	1863	1583	0	1542	0	643	3511	0	550	3497	0
Satd. Flow (RTOR)			273		46			5			7	
Lane Group Flow (vph)	114	33	273	0	238	0	155	806	0	52	582	0
Turn Type	Prot	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases			4	8			2			6		
Total Split (s)	34.8	27.6	27.6	27.6	27.6		24.0	38.4		19.2	33.6	
Total Lost Time (s)	5.0	5.0	5.0		5.0		5.0	6.0		5.0	6.0	
Act Effct Green (s)	13.1	38.7	38.7		20.7		70.2	60.2		62.8	54.7	
Actuated g/C Ratio	0.11	0.32	0.32		0.17		0.58	0.50		0.52	0.46	
v/c Ratio	0.59	0.05	0.39		0.79		0.33	0.46		0.14	0.36	
Control Delay	62.8	24.2	4.3		55.5		14.9	23.1		11.8	18.3	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	62.8	24.2	4.3		55.5		14.9	23.1		11.8	18.3	
LOS	E	C	A		E		B	C		B	B	
Approach Delay		21.8			55.5			21.7			17.8	
Approach LOS		C			E			C			B	
Queue Length 50th (ft)	85	18	0		145		51	211		13	104	
Queue Length 95th (ft)	141	35	50		220		107	338		35	145	
Internal Link Dist (ft)		1227			1539			1514			1552	
Turn Bay Length (ft)	450						200			150		
Base Capacity (vph)	439	891	899		346		560	1764		462	1597	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.26	0.04	0.30		0.69		0.28	0.46		0.11	0.36	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 24.2

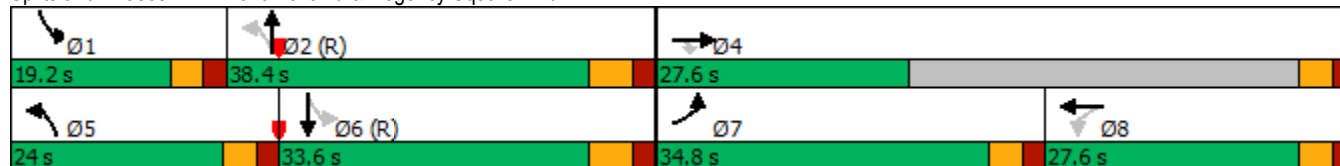
Intersection LOS: C

Intersection Capacity Utilization 56.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Monument Rd & Regency Square Blvd



Lanes, Volumes, Timings
3: Monument Rd & N Regency Square Blvd/Atrium Way

06/03/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	37	148	28	32	29	184	713	26	36	442	145
Future Volume (vph)	290	37	148	28	32	29	184	713	26	36	442	145
Satd. Flow (prot)	1770	3115	0	1770	1729	0	1770	3522	0	1770	3408	0
Flt Permitted	0.457			0.626			0.343			0.337		
Satd. Flow (perm)	851	3115	0	1166	1729	0	639	3522	0	628	3408	0
Satd. Flow (RTOR)		161			32			3			40	
Lane Group Flow (vph)	315	201	0	30	67	0	200	803	0	39	638	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Total Split (s)	15.6	18.0		40.8	43.2		15.6	34.8		26.4	45.6	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Act Effct Green (s)	18.8	13.1		14.3	8.3		85.8	78.8		76.7	70.4	
Actuated g/C Ratio	0.16	0.11		0.12	0.07		0.72	0.66		0.64	0.59	
v/c Ratio	1.52	0.42		0.17	0.45		0.36	0.35		0.08	0.32	
Control Delay	292.8	15.8		40.6	40.3		9.0	7.9		7.0	13.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	292.8	15.8		40.6	40.3		9.0	7.9		7.0	13.4	
LOS	F	B		D	D		A	A		A	B	
Approach Delay		184.9			40.4			8.1			13.0	
Approach LOS		F			D			A			B	
Queue Length 50th (ft)	~274	15		19	26		36	102		8	121	
Queue Length 95th (ft)	#433	52		44	71		m92	137		21	184	
Internal Link Dist (ft)		973			890			1552			823	
Turn Bay Length (ft)	200			250			200			200		
Base Capacity (vph)	207	506		513	558		558	2314		646	2015	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.52	0.40		0.06	0.12		0.36	0.35		0.06	0.32	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 8 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.52

Intersection Signal Delay: 50.7

Intersection LOS: D

Intersection Capacity Utilization 65.3%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

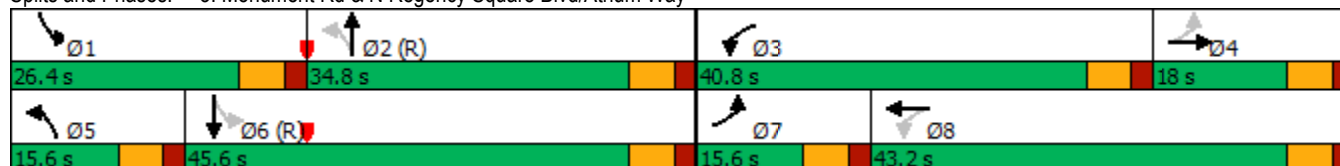
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 3: Monument Rd & N Regency Square Blvd/Atrium Way



Lanes, Volumes, Timings
4: Monument Rd & Tredinick Pkwy

06/03/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	714	27	104	40	48	22	162	817	35	181	597	499
Future Volume (vph)	714	27	104	40	48	22	162	817	35	181	597	499
Satd. Flow (prot)	3433	1863	1583	1770	1863	1583	1770	3518	0	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	1770	1863	1583	1770	3518	0	1770	3539	2787
Satd. Flow (RTOR)			199			256		4				542
Lane Group Flow (vph)	776	29	113	43	52	24	176	926	0	197	649	542
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6.7
Permitted Phases			4			8						
Total Split (s)	27.0	43.0	43.0	13.0	29.0	29.0	29.0	40.0		19.0	30.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Act Effct Green (s)	21.3	25.3	25.3	6.7	8.2	8.2	14.6	30.3		13.2	28.9	56.3
Actuated g/C Ratio	0.23	0.27	0.27	0.07	0.09	0.09	0.15	0.32		0.14	0.31	0.60
v/c Ratio	1.00	0.06	0.20	0.34	0.32	0.06	0.64	0.82		0.80	0.60	0.29
Control Delay	71.9	30.1	0.8	53.0	48.4	0.3	49.8	36.6		66.2	32.2	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	71.9	30.1	0.8	53.0	48.4	0.3	49.8	36.6		66.2	32.2	1.5
LOS	E	C	A	D	D	A	D	D		E	C	A
Approach Delay		61.9			40.4			38.7			25.0	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)	~287	15	0	27	32	0	107	275		125	181	0
Queue Length 95th (ft)	#420	38	0	64	70	0	173	366		#259	269	27
Internal Link Dist (ft)		1335			399			1746			1102	
Turn Bay Length (ft)			250	200		200	350			250		230
Base Capacity (vph)	775	741	750	133	461	584	438	1290		247	1083	1881
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.00	0.04	0.15	0.32	0.11	0.04	0.40	0.72		0.80	0.60	0.29

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 94.4

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 39.4

Intersection LOS: D

Intersection Capacity Utilization 75.8%

ICU Level of Service D

Analysis Period (min) 15

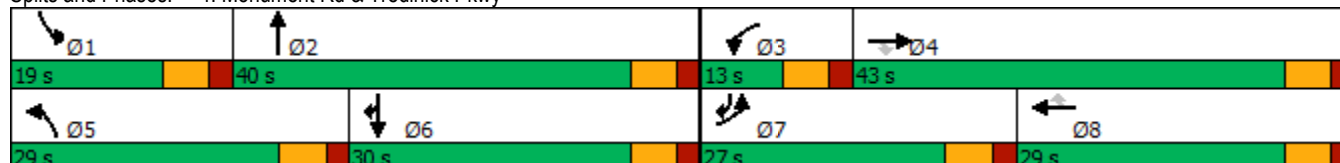
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Monument Rd & Tredinick Pkwy



Lanes, Volumes, Timings
5: Monument Rd & I-95 SB Ramps

06/03/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑	↑	↑	↑↑		↑		↑		
Traffic Volume (vph)	0	1159	485	271	1010	0	165	0	299	0	0
Future Volume (vph)	0	1159	485	271	1010	0	165	0	299	0	0
Satd. Flow (prot)	0	3539	1583	1770	3539	0	1770	0	1583	0	0
Flt Permitted				0.140			0.950				
Satd. Flow (perm)	0	3539	1583	261	3539	0	1770	0	1583	0	0
Satd. Flow (RTOR)			527						122		
Lane Group Flow (vph)	0	1260	527	295	1098	0	179	0	325	0	0
Turn Type		NA	Perm	pm+pt	NA		Prot		Perm		
Protected Phases		2		1	6		4				
Permitted Phases			2	6					4		
Total Split (s)		64.8	64.8	21.6	64.8		33.6		33.6		
Total Lost Time (s)		6.8	6.8	6.8	6.8		6.8		6.8		
Act Effct Green (s)		64.0	64.0	85.6	85.6		20.8		20.8		
Actuated g/C Ratio		0.53	0.53	0.71	0.71		0.17		0.17		
v/c Ratio		0.67	0.48	0.79	0.44		0.58		0.87		
Control Delay		23.5	3.1	44.7	7.8		52.4		51.9		
Queue Delay		0.0	0.0	0.0	0.0		0.0		0.0		
Total Delay		23.5	3.1	44.7	7.8		52.4		51.9		
LOS		C	A	D	A		D		D		
Approach Delay		17.5			15.6			52.0			
Approach LOS		B			B			D			
Queue Length 50th (ft)		365	0	117	217		127		157		
Queue Length 95th (ft)		486	57	m#214	m271		193		258		
Internal Link Dist (ft)		1102			623			583		388	
Turn Bay Length (ft)			800	400					60		
Base Capacity (vph)		1886	1090	372	2523		395		448		
Starvation Cap Reductn		0	0	0	0		0		0		
Spillback Cap Reductn		0	0	0	0		0		0		
Storage Cap Reductn		0	0	0	0		0		0		
Reduced v/c Ratio		0.67	0.48	0.79	0.44		0.45		0.73		

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 4 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 21.5

Intersection LOS: C

Intersection Capacity Utilization 63.9%

ICU Level of Service B

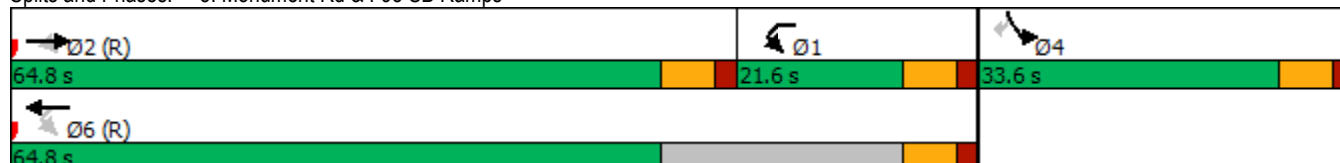
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: Monument Rd & I-95 SB Ramps



Lanes, Volumes, Timings
6: I-95 NB Ramps & Monument Rd

06/03/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations	↘	↗			↗	↗	↘		↗		
Traffic Volume (vph)	135	1187	0	0	972	166	453	0	316	0	0
Future Volume (vph)	135	1187	0	0	972	166	453	0	316	0	0
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1770	0	1583	0	0
Flt Permitted	0.138						0.950				
Satd. Flow (perm)	257	3539	0	0	3539	1583	1770	0	1583	0	0
Satd. Flow (RTOR)						98			98		
Lane Group Flow (vph)	147	1290	0	0	1057	180	492	0	343	0	0
Turn Type	pm+pt	NA			NA	Perm	Prot		Perm		
Protected Phases	1	6			2		4				
Permitted Phases	6					2			4		
Total Split (s)	24.0	52.8			52.8	52.8	43.2		43.2		
Total Lost Time (s)	6.9	6.9			6.9	6.9	6.9		6.9		
Act Effct Green (s)	71.0	71.0			53.7	53.7	35.2		35.2		
Actuated g/C Ratio	0.59	0.59			0.45	0.45	0.29		0.29		
v/c Ratio	0.52	0.62			0.67	0.24	0.95		0.64		
Control Delay	30.3	28.1			22.2	7.1	70.2		31.9		
Queue Delay	0.0	0.4			0.0	0.0	0.0		0.0		
Total Delay	30.3	28.4			22.2	7.1	70.2		31.9		
LOS	C	C			C	A	E		C		
Approach Delay		28.6			20.0			54.4			
Approach LOS		C			B			D			
Queue Length 50th (ft)	86	355			242	20	368		164		
Queue Length 95th (ft)	m149	492			332	m57	#573		269		
Internal Link Dist (ft)		623			1119			523		594	
Turn Bay Length (ft)	150					60			50		
Base Capacity (vph)	367	2092			1583	762	535		547		
Starvation Cap Reductn	0	304			0	0	0		0		
Spillback Cap Reductn	0	0			0	0	0		0		
Storage Cap Reductn	0	0			0	0	0		0		
Reduced v/c Ratio	0.40	0.72			0.67	0.24	0.92		0.63		

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 96 (80%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 31.7

Intersection LOS: C

Intersection Capacity Utilization 63.9%

ICU Level of Service B

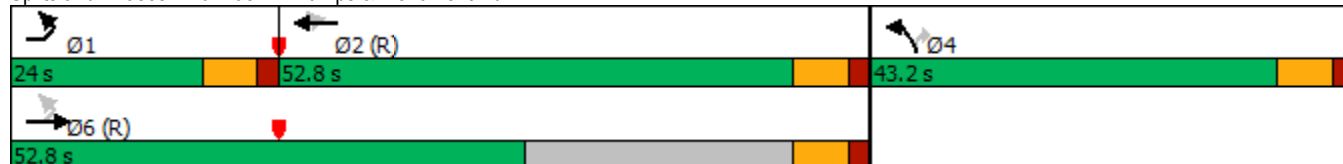
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

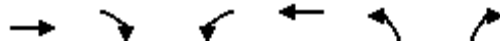
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: I-95 NB Ramps & Monument Rd



Lanes, Volumes, Timings
7: Lee Rd & Monument Rd

06/03/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (vph)	1375	248	68	868	235	88
Future Volume (vph)	1375	248	68	868	235	88
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.099		0.950	
Satd. Flow (perm)	3539	1583	184	3539	1770	1583
Satd. Flow (RTOR)		270				96
Lane Group Flow (vph)	1495	270	74	943	255	96
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Total Split (s)	69.6	69.6	20.4	90.0	30.0	30.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	76.1	76.1	86.9	86.9	21.1	21.1
Actuated g/C Ratio	0.63	0.63	0.72	0.72	0.18	0.18
v/c Ratio	0.67	0.24	0.33	0.37	0.82	0.27
Control Delay	19.5	5.4	9.2	7.0	68.5	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	5.4	9.2	7.0	68.5	9.9
LOS	B	A	A	A	E	A
Approach Delay	17.4			7.2	52.5	
Approach LOS	B			A	D	
Queue Length 50th (ft)	422	57	15	134	189	0
Queue Length 95th (ft)	617	109	31	174	#287	46
Internal Link Dist (ft)	1119			501	929	
Turn Bay Length (ft)		440	350			200
Base Capacity (vph)	2245	1103	323	2563	354	393
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.24	0.23	0.37	0.72	0.24

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 8 (7%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 18.0

Intersection LOS: B

Intersection Capacity Utilization 69.8%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Lee Rd & Monument Rd



Lanes, Volumes, Timings
8: St Johns Bluff Rd & Monument Rd

06/03/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	1064	135	208	627	31	100	331	420	26	205	100
Future Volume (vph)	206	1064	135	208	627	31	100	331	420	26	205	100
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	2787	1770	3539	1583
Flt Permitted	0.950			0.950			0.504			0.284		
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	939	1863	2787	529	3539	1583
Satd. Flow (RTOR)			164			164			457			164
Lane Group Flow (vph)	224	1157	147	226	682	34	109	360	457	28	223	109
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4	4	3	8	
Permitted Phases			2			6	4			8		8
Total Split (s)	25.0	35.0	35.0	25.0	35.0	35.0	15.0	25.0	25.0	15.0	25.0	25.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	16.5	39.0	39.0	11.9	34.4	34.4	28.5	23.1	23.1	23.3	16.6	16.6
Actuated g/C Ratio	0.16	0.39	0.39	0.12	0.34	0.34	0.28	0.23	0.23	0.23	0.17	0.17
v/c Ratio	0.77	0.84	0.21	0.56	0.56	0.05	0.32	0.84	0.46	0.14	0.38	0.27
Control Delay	57.2	35.9	3.7	46.5	30.2	0.2	27.1	56.2	4.9	24.4	38.5	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.2	35.9	3.7	46.5	30.2	0.2	27.1	56.2	4.9	24.4	38.5	3.2
LOS	E	D	A	D	C	A	C	E	A	C	D	A
Approach Delay		35.9			33.0			27.5			26.7	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	136	363	0	71	196	0	48	225	0	12	65	0
Queue Length 95th (ft)	215	#536	34	105	264	0	89	#409	44	31	101	14
Internal Link Dist (ft)		4038			1605			1115			788	
Turn Bay Length (ft)	400		350	450		60	350		400	250		250
Base Capacity (vph)	336	1380	717	652	1217	652	342	431	996	247	672	433
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.84	0.21	0.35	0.56	0.05	0.32	0.84	0.46	0.11	0.33	0.25

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 77 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 32.2

Intersection LOS: C

Intersection Capacity Utilization 76.1%

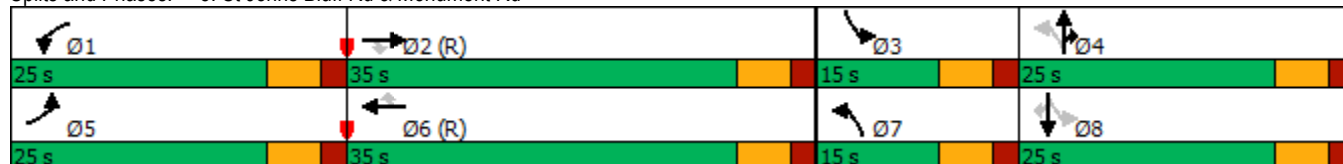
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: St Johns Bluff Rd & Monument Rd



Appendix J:

2045 Projected Volumes Synchro Analysis
Results

Lanes, Volumes, Timings
1: Monument Rd & Atlantic Blvd

06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	2050	114	81	2687	321	46	99	77	452	231	260
Future Volume (vph)	189	2050	114	81	2687	321	46	99	77	452	231	260
Satd. Flow (prot)	3433	5045	0	1770	5004	0	1770	3306	0	3433	1738	1504
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5045	0	1770	5004	0	1770	3306	0	3433	1738	1504
Satd. Flow (RTOR)		7			18			82			4	119
Lane Group Flow (vph)	205	2352	0	88	3270	0	50	192	0	491	285	249
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												8
Total Split (s)	14.0	80.9		16.0	82.9		15.4	41.1		22.0	47.7	47.7
Total Lost Time (s)	6.9	6.9		6.9	6.9		6.7	7.1		6.2	7.1	7.1
Act Effct Green (s)	8.8	74.0		10.8	76.0		8.1	10.8		37.3	42.1	42.1
Actuated g/C Ratio	0.06	0.46		0.07	0.48		0.05	0.07		0.23	0.26	0.26
v/c Ratio	1.09	1.01		0.74	1.37		0.56	0.64		0.61	0.62	0.52
Control Delay	158.0	62.4		105.0	203.5		97.5	50.8		59.5	59.4	30.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	158.0	62.4		105.0	203.5		97.5	50.8		59.5	59.4	30.8
LOS	F	E		F	F		F	D		E	E	C
Approach Delay		70.1			200.9			60.5			52.5	
Approach LOS		E			F			E			D	
Queue Length 50th (ft)	111	~905		91	~1653		52	59		243	288	127
Queue Length 95th (ft)	#233	#1022		#205	#1713		101	102		308	391	223
Internal Link Dist (ft)		1298			1488			633			1514	
Turn Bay Length (ft)	1000			450			300			400		
Base Capacity (vph)	188	2337		119	2386		96	767		799	477	497
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	1.09	1.01		0.74	1.37		0.52	0.25		0.61	0.60	0.50

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.37

Intersection Signal Delay: 128.4

Intersection LOS: F

Intersection Capacity Utilization 108.2%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Monument Rd & Atlantic Blvd



Lanes, Volumes, Timings

2: Monument Rd & Regency Square Blvd

06/01/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗		↔		↖	↕		↖	↕	
Traffic Volume (vph)	60	45	352	105	62	112	222	330	25	65	654	117
Future Volume (vph)	60	45	352	105	62	112	222	330	25	65	654	117
Satd. Flow (prot)	1770	1863	1583	0	1730	0	1770	3504	0	1770	3458	0
Flt Permitted	0.950				0.855		0.183			0.523		
Satd. Flow (perm)	1770	1863	1583	0	1507	0	341	3504	0	974	3458	0
Satd. Flow (RTOR)			341		28			8			19	
Lane Group Flow (vph)	65	49	383	0	303	0	241	386	0	71	838	0
Turn Type	Prot	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases			4	8			2			6		
Total Split (s)	21.0	48.0	48.0	27.0	27.0		23.0	50.0		12.0	39.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0		5.0	6.0		5.0	6.0	
Act Effct Green (s)	9.4	37.7	37.7		25.5		62.3	51.8		50.2	42.5	
Actuated g/C Ratio	0.09	0.34	0.34		0.23		0.57	0.47		0.46	0.39	
v/c Ratio	0.43	0.08	0.50		0.82		0.65	0.23		0.14	0.62	
Control Delay	55.8	21.8	6.3		55.0		22.6	19.8		14.7	31.7	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	55.8	21.8	6.3		55.0		22.6	19.8		14.7	31.7	
LOS	E	C	A		D		C	B		B	C	
Approach Delay		14.3			55.0			20.9			30.3	
Approach LOS		B			D			C			C	
Queue Length 50th (ft)	44	21	18		179		91	93		24	264	
Queue Length 95th (ft)	86	47	85		#336		144	130		48	356	
Internal Link Dist (ft)		1227			1539			1514			1552	
Turn Bay Length (ft)	450						200			150		
Base Capacity (vph)	257	728	826		374		426	1653		498	1348	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.25	0.07	0.46		0.81		0.57	0.23		0.14	0.62	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 27.6

Intersection LOS: C

Intersection Capacity Utilization 72.9%

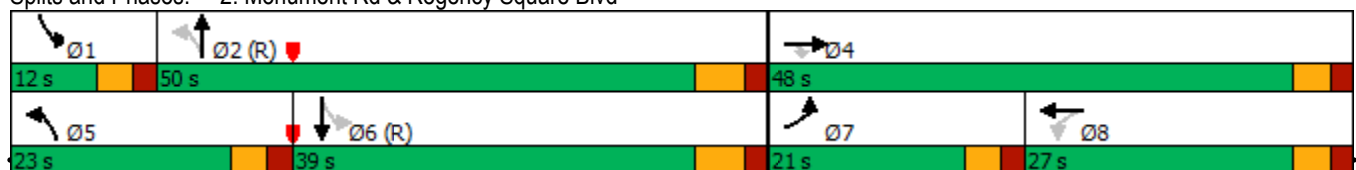
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Monument Rd & Regency Square Blvd



Lanes, Volumes, Timings
 3: Monument Rd & N Regency Square Blvd/Atrium Way

06/01/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗		↖	↖		↖	↗↗		↖	↗↗	
Traffic Volume (vph)	224	35	207	35	40	45	172	306	16	39	633	280
Future Volume (vph)	224	35	207	35	40	45	172	306	16	39	633	280
Satd. Flow (prot)	1770	3086	0	1770	1714	0	1770	3514	0	1770	3376	0
Flt Permitted	0.396			0.589			0.118			0.542		
Satd. Flow (perm)	738	3086	0	1097	1714	0	220	3514	0	1010	3376	0
Satd. Flow (RTOR)		225			49			7			93	
Lane Group Flow (vph)	243	263	0	38	92	0	187	350	0	42	992	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Total Split (s)	16.0	24.0		11.0	19.0		13.0	33.0		12.0	32.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Act Effect Green (s)	20.9	14.9		11.7	7.9		44.7	38.7		37.7	31.2	
Actuated g/C Ratio	0.26	0.19		0.15	0.10		0.56	0.48		0.47	0.39	
v/c Ratio	0.76	0.35		0.19	0.43		0.62	0.21		0.08	0.72	
Control Delay	39.6	7.8		22.1	24.3		23.6	14.9		9.9	24.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.6	7.8		22.1	24.3		23.6	14.9		9.9	24.3	
LOS	D	A		C	C		C	B		A	C	
Approach Delay		23.0			23.7			17.9			23.7	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	99	8		14	20		43	57		9	210	
Queue Length 95th (ft)	#156	38		33	61		#138	98		25	#330	
Internal Link Dist (ft)		973			890			1552			823	
Turn Bay Length (ft)	200			250			200			200		
Base Capacity (vph)	321	897		202	319		302	1703		539	1374	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.76	0.29		0.19	0.29		0.62	0.21		0.08	0.72	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 22.1

Intersection LOS: C

Intersection Capacity Utilization 73.4%

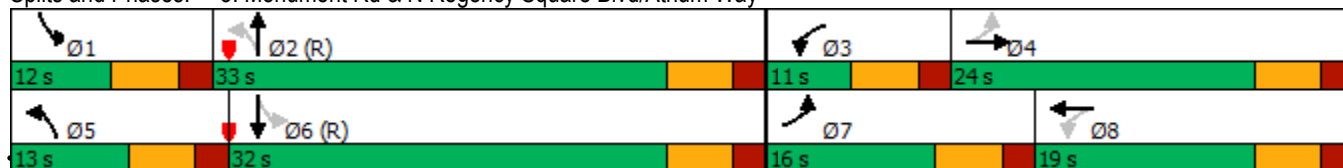
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Monument Rd & N Regency Square Blvd/Atrium Way



Lanes, Volumes, Timings
4: Monument Rd & Tredinick Pkwy

06/01/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖	↕↔		↖	↕↕	↖↗
Traffic Volume (vph)	544	30	155	47	52	43	107	534	30	137	642	703
Future Volume (vph)	544	30	155	47	52	43	107	534	30	137	642	703
Satd. Flow (prot)	3433	1863	1583	1770	1863	1583	1770	3511	0	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	1770	1863	1583	1770	3511	0	1770	3539	2787
Satd. Flow (RTOR)			168			208		5				764
Lane Group Flow (vph)	591	33	168	51	57	47	116	613	0	149	698	764
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	67
Permitted Phases			4			8						
Total Split (s)	23.0	38.0	38.0	14.0	29.0	29.0	29.0	35.0		23.0	29.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Act Effct Green (s)	17.4	20.9	20.9	7.3	8.2	8.2	10.9	22.7		12.2	27.4	52.6
Actuated g/C Ratio	0.21	0.26	0.26	0.09	0.10	0.10	0.13	0.28		0.15	0.33	0.64
v/c Ratio	0.81	0.07	0.32	0.32	0.31	0.14	0.49	0.63		0.57	0.59	0.37
Control Delay	43.4	29.0	7.2	44.8	42.0	0.8	42.7	30.2		43.3	28.1	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	43.4	29.0	7.2	44.8	42.0	0.8	42.7	30.2		43.3	28.1	1.4
LOS	D	C	A	D	D	A	D	C		D	C	A
Approach Delay		35.2			30.4			32.2			16.8	
Approach LOS		D			C			C			B	
Queue Length 50th (ft)	153	14	0	25	28	0	57	148		73	171	0
Queue Length 95th (ft)	#302	42	53	68	71	0	120	227		146	260	28
Internal Link Dist (ft)		1335			399			1746			1102	
Turn Bay Length (ft)			250	200		200	350			250		230
Base Capacity (vph)	731	747	735	177	536	604	510	1279		377	1182	2063
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.81	0.04	0.23	0.29	0.11	0.08	0.23	0.48		0.40	0.59	0.37

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 81.9

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 25.3

Intersection LOS: C

Intersection Capacity Utilization 60.9%

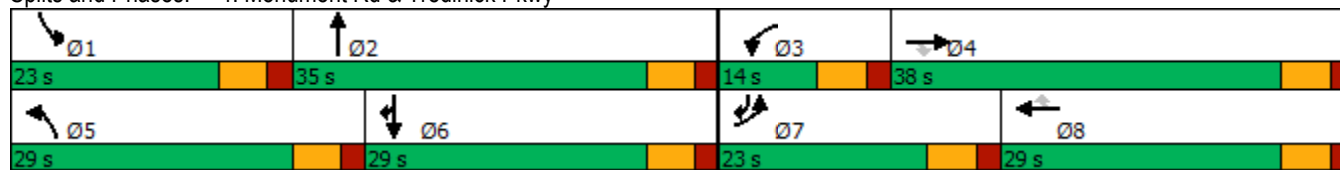
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Monument Rd & Tredinick Pkwy



Lanes, Volumes, Timings
5: Monument Rd & I-95 SB Ramps

06/01/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑	↗	↖	↑↑		↘		↗		
Traffic Volume (vph)	0	753	322	491	1225	0	287	0	264	0	0
Future Volume (vph)	0	753	322	491	1225	0	287	0	264	0	0
Satd. Flow (prot)	0	3539	1583	1770	3539	0	1770	0	1583	0	0
Flt Permitted				0.143			0.950				
Satd. Flow (perm)	0	3539	1583	266	3539	0	1770	0	1583	0	0
Satd. Flow (RTOR)			350						128		
Lane Group Flow (vph)	0	818	350	534	1332	0	312	0	287	0	0
Turn Type		NA	Perm	pm+pt	NA		Perm		Perm		
Protected Phases		2		1	6						
Permitted Phases			2	6			4		4		
Total Split (s)		32.0	32.0	32.0	64.0		26.0		26.0		
Total Lost Time (s)		6.8	6.8	6.8	6.8		6.8		6.8		
Act Effct Green (s)		27.1	27.1	58.1	58.1		18.3		18.3		
Actuated g/C Ratio		0.30	0.30	0.65	0.65		0.20		0.20		
v/c Ratio		0.77	0.49	0.93	0.58		0.87		0.68		
Control Delay		35.3	5.5	45.3	10.6		59.0		26.6		
Queue Delay		0.0	0.0	0.0	0.0		0.0		0.0		
Total Delay		35.3	5.5	45.3	10.6		59.0		26.6		
LOS		D	A	D	B		E		C		
Approach Delay		26.4			20.5			43.5			
Approach LOS		C			C			D			
Queue Length 50th (ft)		228	0	228	209		170		81		
Queue Length 95th (ft)		#306	63	#424	267		#307		170		
Internal Link Dist (ft)		1102			623			583		388	
Turn Bay Length (ft)			800	400					60		
Base Capacity (vph)		1063	720	593	2283		377		438		
Starvation Cap Reductn		0	0	0	0		0		0		
Spillback Cap Reductn		0	0	0	0		0		0		
Storage Cap Reductn		0	0	0	0		0		0		
Reduced v/c Ratio		0.77	0.49	0.90	0.58		0.83		0.66		

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 26.2

Intersection LOS: C

Intersection Capacity Utilization 61.5%

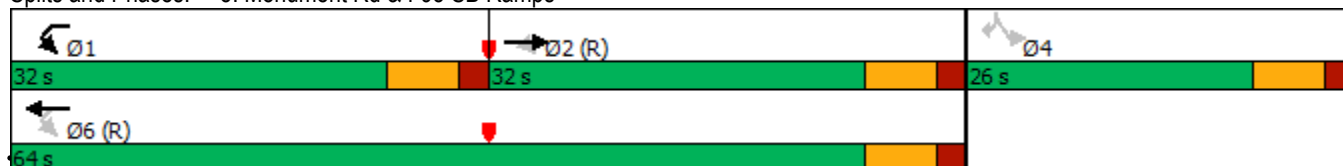
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: Monument Rd & I-95 SB Ramps



Lanes, Volumes, Timings
6: I-95 NB Ramps & Monument Rd

06/01/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations	↘	↑↑			↑↑	↗	↘		↗		
Traffic Volume (vph)	129	900	0	0	1513	187	242	0	358	0	0
Future Volume (vph)	129	900	0	0	1513	187	242	0	358	0	0
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1770	0	1583	0	0
Flt Permitted	0.066						0.950				
Satd. Flow (perm)	123	3539	0	0	3539	1583	1770	0	1583	0	0
Satd. Flow (RTOR)						107			179		
Lane Group Flow (vph)	140	978	0	0	1645	203	263	0	389	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm		Perm		
Protected Phases	1	6			2						
Permitted Phases	6					2	4		4		
Total Split (s)	24.9	85.0			60.1	60.1	25.0		25.0		
Total Lost Time (s)	6.9	6.9			6.9	6.9	6.9		6.9		
Act Effct Green (s)	78.4	78.4			53.5	53.5	17.8		17.8		
Actuated g/C Ratio	0.71	0.71			0.49	0.49	0.16		0.16		
v/c Ratio	0.39	0.39			0.96	0.25	0.92		0.96		
Control Delay	29.0	6.9			41.5	8.6	81.8		60.5		
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0		
Total Delay	29.0	6.9			41.5	8.6	81.8		60.5		
LOS	C	A			D	A	F		E		
Approach Delay		9.6			37.9			69.1			
Approach LOS		A			D			E			
Queue Length 50th (ft)	38	127			571	36	184		156		
Queue Length 95th (ft)	96	160			#750	80	#336		#350		
Internal Link Dist (ft)		623			1119			523		594	
Turn Bay Length (ft)	150					60			50		
Base Capacity (vph)	356	2520			1719	824	291		410		
Starvation Cap Reductn	0	0			0	0	0		0		
Spillback Cap Reductn	0	0			0	0	0		0		
Storage Cap Reductn	0	0			0	0	0		0		
Reduced v/c Ratio	0.39	0.39			0.96	0.25	0.90		0.95		

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 34.8

Intersection LOS: C

Intersection Capacity Utilization 61.5%

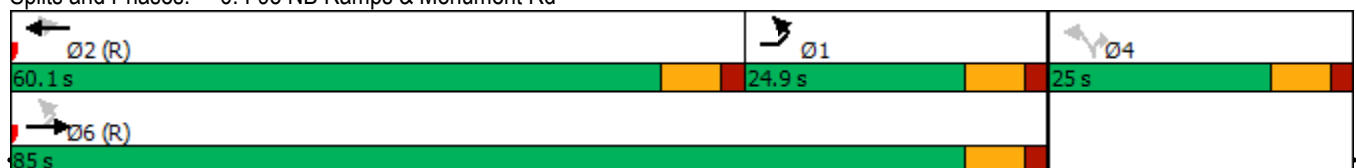
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: I-95 NB Ramps & Monument Rd



Lanes, Volumes, Timings
7: Lee Rd & Monument Rd

06/01/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (vph)	889	260	186	1430	237	42
Future Volume (vph)	889	260	186	1430	237	42
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.215		0.950	
Satd. Flow (perm)	3539	1583	400	3539	1770	1583
Satd. Flow (RTOR)		283				46
Lane Group Flow (vph)	966	283	202	1554	258	46
Turn Type	NA	Perm	pm+pt	NA	Perm	Perm
Protected Phases	2		1	6		
Permitted Phases		2	6		4	4
Total Split (s)	29.0	29.0	12.0	41.0	24.0	24.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	26.8	26.8	38.8	38.8	14.2	14.2
Actuated g/C Ratio	0.41	0.41	0.60	0.60	0.22	0.22
v/c Ratio	0.66	0.35	0.55	0.74	0.67	0.12
Control Delay	19.0	3.5	20.3	13.0	31.6	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.0	3.5	20.3	13.0	31.6	7.2
LOS	B	A	C	B	C	A
Approach Delay	15.5			13.8	27.9	
Approach LOS	B			B	C	
Queue Length 50th (ft)	158	0	33	209	93	0
Queue Length 95th (ft)	242	44	70	334	152	21
Internal Link Dist (ft)	1119			501	929	
Turn Bay Length (ft)		440	350			200
Base Capacity (vph)	1459	819	365	2112	490	471
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.35	0.55	0.74	0.53	0.10

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 15.8

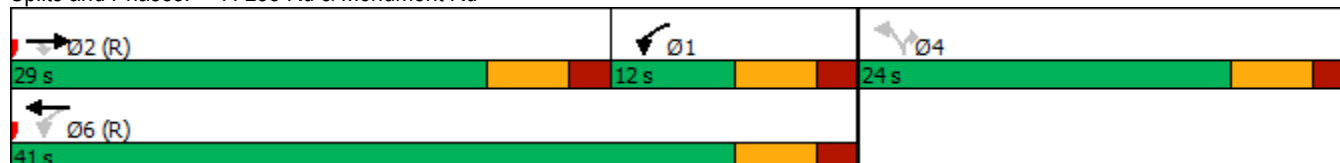
Intersection LOS: B

Intersection Capacity Utilization 63.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: Lee Rd & Monument Rd



Lanes, Volumes, Timings
 8: St Johns Bluff Rd & Monument Rd

06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	650	179	413	1104	36	91	129	273	17	702	271
Future Volume (vph)	73	650	179	413	1104	36	91	129	273	17	702	271
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	2787	1770	3539	1583
Flt Permitted	0.950			0.950			0.195			0.668		
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	363	1863	2787	1244	3539	1583
Satd. Flow (RTOR)			156			156			297			281
Lane Group Flow (vph)	79	707	195	449	1200	39	99	140	297	18	763	295
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4	4	3	8	
Permitted Phases			2			6	4			8		8
Total Split (s)	18.0	36.0	36.0	15.0	33.0	33.0	10.0	44.0	44.0	10.0	44.0	44.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	9.6	30.0	30.0	18.0	40.8	40.8	36.6	35.0	35.0	34.2	31.0	31.0
Actuated g/C Ratio	0.09	0.29	0.29	0.17	0.39	0.39	0.35	0.33	0.33	0.33	0.30	0.30
v/c Ratio	0.49	0.70	0.35	0.76	0.87	0.05	0.55	0.23	0.26	0.04	0.73	0.44
Control Delay	55.0	37.9	9.6	53.8	41.7	0.1	33.3	25.4	3.4	17.8	37.3	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	37.9	9.6	53.8	41.7	0.1	33.3	25.4	3.4	17.8	37.3	5.9
LOS	D	D	A	D	D	A	C	C	A	B	D	A
Approach Delay		33.6			43.9			14.7			28.3	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	51	223	19	153	418	0	42	61	0	7	241	7
Queue Length 95th (ft)	98	290	75	#319	#684	0	69	111	30	19	280	62
Internal Link Dist (ft)		4038			1605			1115			788	
Turn Bay Length (ft)	400		350	450		60	350		400	250		250
Base Capacity (vph)	202	1011	563	589	1375	710	179	685	1213	424	1280	752
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.70	0.35	0.76	0.87	0.05	0.55	0.20	0.24	0.04	0.60	0.39

Intersection Summary

Cycle Length: 105

Actuated Cycle Length: 105

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 34.0

Intersection LOS: C

Intersection Capacity Utilization 79.0%

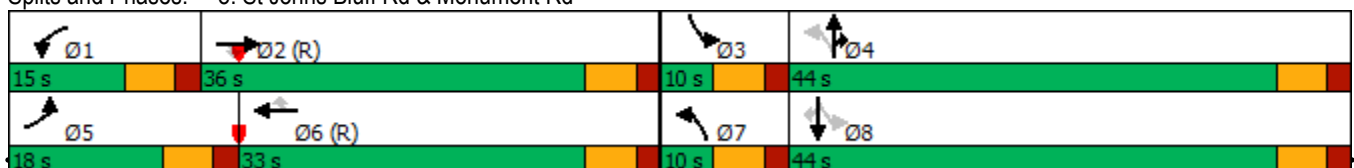
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: St Johns Bluff Rd & Monument Rd



Lanes, Volumes, Timings
1: Monument Rd & Atlantic Blvd

06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	574	3682	135	135	2869	483	168	287	116	489	205	390
Future Volume (vph)	574	3682	135	135	2869	483	168	287	116	489	205	390
Satd. Flow (prot)	3433	5060	0	1770	4973	0	1770	3387	0	3433	1678	1504
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5060	0	1770	4973	0	1770	3387	0	3433	1678	1504
Satd. Flow (RTOR)		5			26			34			15	166
Lane Group Flow (vph)	624	4149	0	147	3643	0	183	438	0	532	342	305
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												8
Total Split (s)	22.0	83.9		15.0	76.9		22.5	41.1		20.0	38.6	38.6
Total Lost Time (s)	6.9	6.9		6.9	6.9		6.7	7.1		6.2	7.1	7.1
Act Effct Green (s)	15.1	77.0		8.1	70.0		15.8	24.7		23.1	31.5	31.5
Actuated g/C Ratio	0.09	0.48		0.05	0.44		0.10	0.15		0.14	0.20	0.20
v/c Ratio	1.93	1.70		1.65	1.66		1.05	0.79		1.07	1.00	0.71
Control Delay	465.0	346.7		379.7	331.1		148.8	70.8		123.0	108.7	36.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	465.0	346.7		379.7	331.1		148.8	70.8		123.0	108.7	36.8
LOS	F	F		F	F		F	E		F	F	D
Approach Delay		362.2			332.9			93.8			96.6	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~515	~2342		~222	~2031		~207	218		~314	367	147
Queue Length 95th (ft)	#642	#2372		#375	#2079		#374	270		#518	#594	271
Internal Link Dist (ft)		1298			1488			633			1514	
Turn Bay Length (ft)	1000			450			300			400		
Base Capacity (vph)	323	2437		89	2190		174	746		495	342	429
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	1.93	1.70		1.65	1.66		1.05	0.59		1.07	1.00	0.71

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.93

Intersection Signal Delay: 305.2

Intersection LOS: F

Intersection Capacity Utilization 133.6%

ICU Level of Service H

Analysis Period (min) 15

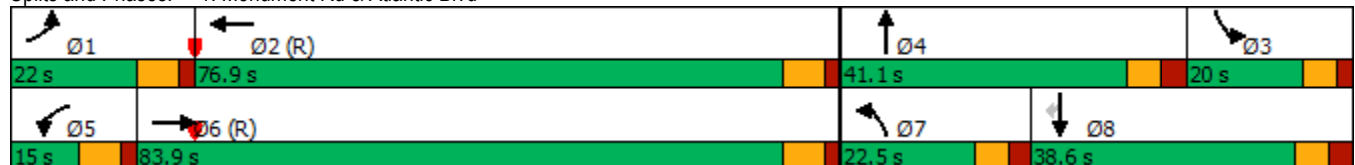
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Monument Rd & Atlantic Blvd



Lanes, Volumes, Timings
2: Monument Rd & Regency Square Blvd

06/01/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	50	419	102	62	202	186	913	52	62	640	56
Future Volume (vph)	175	50	419	102	62	202	186	913	52	62	640	56
Satd. Flow (prot)	1770	1863	1583	0	1699	0	1770	3511	0	1770	3497	0
Flt Permitted	0.950				0.887		0.173			0.117		
Satd. Flow (perm)	1770	1863	1583	0	1528	0	322	3511	0	218	3497	0
Satd. Flow (RTOR)			235		59			5			8	
Lane Group Flow (vph)	190	54	455	0	398	0	202	1049	0	67	757	0
Turn Type	Prot	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases			4	8			2			6		
Total Split (s)	21.0	60.0	60.0	39.0	39.0		14.0	38.0		12.0	36.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0		5.0	6.0		5.0	6.0	
Act Effct Green (s)	14.9	49.1	49.1		29.2		49.5	40.1		42.0	34.1	
Actuated g/C Ratio	0.14	0.45	0.45		0.27		0.45	0.36		0.38	0.31	
v/c Ratio	0.79	0.06	0.54		0.89		0.71	0.82		0.37	0.69	
Control Delay	69.8	15.4	11.7		54.5		36.9	40.3		25.5	38.2	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	69.8	15.4	11.7		54.5		36.9	40.3		25.5	38.2	
LOS	E	B	B		D		D	D		C	D	
Approach Delay		27.8			54.5			39.8			37.2	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	130	20	98		229		89	380		27	258	
Queue Length 95th (ft)	#235	40	177		#368		#192	#548		58	331	
Internal Link Dist (ft)		1227			1539			1514			1552	
Turn Bay Length (ft)	450						200			150		
Base Capacity (vph)	257	931	909		513		286	1284		185	1090	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.74	0.06	0.50		0.78		0.71	0.82		0.36	0.69	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 38.3

Intersection LOS: D

Intersection Capacity Utilization 80.1%

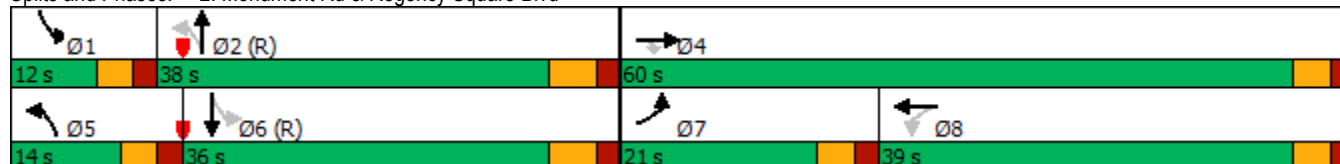
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Monument Rd & Regency Square Blvd



Lanes, Volumes, Timings

3: Monument Rd & N Regency Square Blvd/Atrium Way

06/01/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	484	62	247	47	53	48	239	927	34	47	575	189
Future Volume (vph)	484	62	247	47	53	48	239	927	34	47	575	189
Satd. Flow (prot)	1770	3115	0	1770	1730	0	1770	3522	0	1770	3408	0
Flt Permitted	0.443			0.550			0.129			0.161		
Satd. Flow (perm)	825	3115	0	1025	1730	0	240	3522	0	300	3408	0
Satd. Flow (RTOR)		268			39			4			41	
Lane Group Flow (vph)	526	335	0	51	110	0	260	1045	0	51	830	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Total Split (s)	30.5	42.0		12.0	23.5		18.0	34.0		12.0	28.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Act Effct Green (s)	40.2	30.6		15.6	9.7		47.8	36.9		33.2	26.1	
Actuated g/C Ratio	0.40	0.31		0.16	0.10		0.48	0.37		0.33	0.26	
v/c Ratio	0.93	0.29		0.25	0.54		0.73	0.80		0.25	0.90	
Control Delay	51.5	6.8		23.6	37.6		34.4	36.0		19.7	49.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	51.5	6.8		23.6	37.6		34.4	36.0		19.7	49.8	
LOS	D	A		C	D		C	D		B	D	
Approach Delay		34.1			33.2			35.7			48.0	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	281	16		20	44		102	319		17	262	
Queue Length 95th (ft)	#388	46		40	94		#232	#514		41	#421	
Internal Link Dist (ft)		973			890			1552			823	
Turn Bay Length (ft)	200			250			200			200		
Base Capacity (vph)	563	1295		206	334		354	1302		206	919	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.93	0.26		0.25	0.33		0.73	0.80		0.25	0.90	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 38.5

Intersection LOS: D

Intersection Capacity Utilization 87.7%

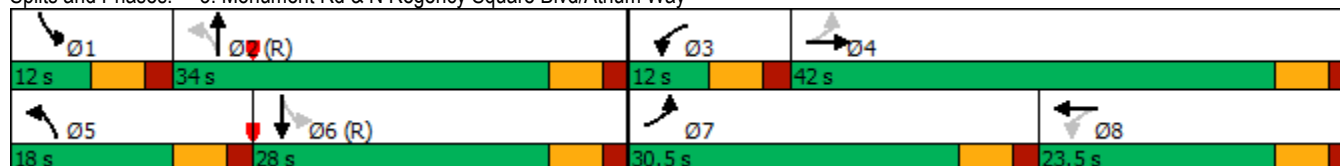
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Monument Rd & N Regency Square Blvd/Atrium Way



Lanes, Volumes, Timings
4: Monument Rd & Tredinick Pkwy

06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1192	45	174	67	80	37	211	1062	46	235	776	649
Future Volume (vph)	1192	45	174	67	80	37	211	1062	46	235	776	649
Satd. Flow (prot)	3433	1863	1583	1770	1863	1583	1770	3518	0	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	1770	1863	1583	1770	3518	0	1770	3539	2787
Satd. Flow (RTOR)			189			153		3				671
Lane Group Flow (vph)	1296	49	189	73	87	40	229	1204	0	255	843	705
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6.7
Permitted Phases			4			8						
Total Split (s)	48.0	59.0	59.0	19.0	30.0	30.0	30.0	48.0		24.0	42.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Act Effct Green (s)	42.0	45.9	45.9	10.5	11.7	11.7	21.6	42.0		18.0	38.4	86.5
Actuated g/C Ratio	0.30	0.33	0.33	0.08	0.08	0.08	0.16	0.30		0.13	0.28	0.63
v/c Ratio	1.24	0.08	0.29	0.54	0.55	0.15	0.83	1.12		1.10	0.85	0.35
Control Delay	156.2	34.4	5.8	76.3	73.5	1.1	80.3	110.6		144.0	57.3	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	156.2	34.4	5.8	76.3	73.5	1.1	80.3	110.6		144.0	57.3	1.7
LOS	F	C	A	E	E	A	F	F		F	E	A
Approach Delay		133.8			60.1			105.7			47.9	
Approach LOS		F			E			F			D	
Queue Length 50th (ft)	~739	31	0	64	76	0	197	~652		~259	385	6
Queue Length 95th (ft)	#920	64	56	120	134	0	#327	#835		#454	#534	35
Internal Link Dist (ft)		1335			399			1746			1102	
Turn Bay Length (ft)			250	200		200	350			250		230
Base Capacity (vph)	1046	723	730	167	324	402	308	1074		231	987	1998
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.24	0.07	0.26	0.44	0.27	0.10	0.74	1.12		1.10	0.85	0.35

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 137.8

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.24

Intersection Signal Delay: 91.6

Intersection LOS: F

Intersection Capacity Utilization 99.5%

ICU Level of Service F

Analysis Period (min) 15

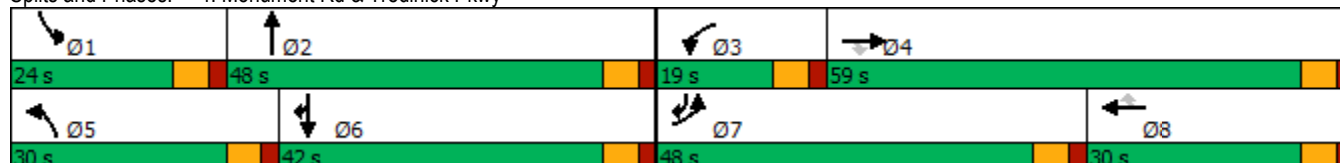
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Monument Rd & Tredinick Pkwy



Lanes, Volumes, Timings
5: Monument Rd & I-95 SB Ramps

06/01/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑	↑	↑	↑↑		↑		↑		
Traffic Volume (vph)	0	1507	631	352	1313	0	215	0	389	0	0
Future Volume (vph)	0	1507	631	352	1313	0	215	0	389	0	0
Satd. Flow (prot)	0	3539	1583	1770	3539	0	1770	0	1583	0	0
Flt Permitted				0.070			0.950				
Satd. Flow (perm)	0	3539	1583	130	3539	0	1770	0	1583	0	0
Satd. Flow (RTOR)			630						105		
Lane Group Flow (vph)	0	1638	686	383	1427	0	234	0	423	0	0
Turn Type		NA	Perm	pm+pt	NA		Perm		Perm		
Protected Phases		2		1	6						
Permitted Phases			2	6			4		4		
Total Split (s)		56.8	56.8	25.0	81.8		28.2		28.2		
Total Lost Time (s)		6.8	6.8	6.8	6.8		6.8		6.8		
Act Effct Green (s)		50.0	50.0	75.0	75.0		21.4		21.4		
Actuated g/C Ratio		0.45	0.45	0.68	0.68		0.19		0.19		
v/c Ratio		1.02	0.65	1.07	0.59		0.68		1.08		
Control Delay		57.7	5.7	98.9	10.6		52.3		100.8		
Queue Delay		0.0	0.0	0.0	0.5		0.0		0.0		
Total Delay		57.7	5.7	98.9	11.1		52.3		100.8		
LOS		E	A	F	B		D		F		
Approach Delay		42.3			29.6			83.5			
Approach LOS		D			C			F			
Queue Length 50th (ft)		~623	22	~248	253		155		~270		
Queue Length 95th (ft)		#785	111	#439	311		241		#468		
Internal Link Dist (ft)		1102			623			583		388	
Turn Bay Length (ft)			800	400					60		
Base Capacity (vph)		1608	1063	359	2412		344		392		
Starvation Cap Reductn		0	0	0	481		0		0		
Spillback Cap Reductn		0	0	0	0		0		0		
Storage Cap Reductn		0	0	0	0		0		0		
Reduced v/c Ratio		1.02	0.65	1.07	0.74		0.68		1.08		

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 43.2

Intersection LOS: D

Intersection Capacity Utilization 79.6%

ICU Level of Service D

Analysis Period (min) 15

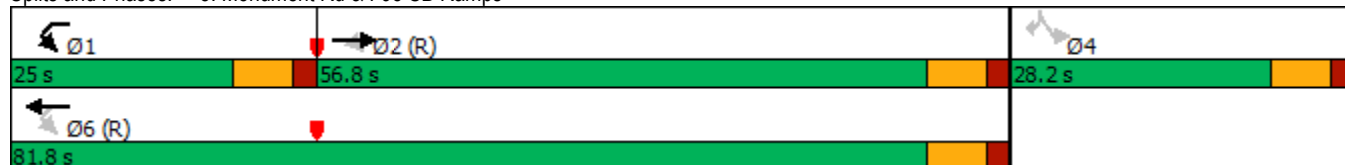
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: Monument Rd & I-95 SB Ramps



Lanes, Volumes, Timings
6: I-95 NB Ramps & Monument Rd

06/01/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations	↘	↗			↗	↗	↘		↗		
Traffic Volume (vph)	176	1543	0	0	1264	216	589	0	411	0	0
Future Volume (vph)	176	1543	0	0	1264	216	589	0	411	0	0
Satd. Flow (prot)	1770	3539	0	0	3539	1583	1770	0	1583	0	0
Flt Permitted	0.061						0.950				
Satd. Flow (perm)	114	3539	0	0	3539	1583	1770	0	1583	0	0
Satd. Flow (RTOR)						79			79		
Lane Group Flow (vph)	191	1677	0	0	1374	235	640	0	447	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm		Perm		
Protected Phases	1	6			2						
Permitted Phases	6					2	4		4		
Total Split (s)	24.9	90.0			65.1	65.1	60.0		60.0		
Total Lost Time (s)	6.9	6.9			6.9	6.9	6.9		6.9		
Act Effct Green (s)	83.1	83.1			58.2	58.2	53.1		53.1		
Actuated g/C Ratio	0.55	0.55			0.39	0.39	0.35		0.35		
v/c Ratio	0.73	0.86			1.00	0.35	1.02		0.73		
Control Delay	70.2	33.9			69.9	22.8	88.9		42.6		
Queue Delay	0.0	38.3			0.0	0.0	0.0		0.0		
Total Delay	70.2	72.2			69.9	22.8	88.9		42.6		
LOS	E	E			E	C	F		D		
Approach Delay		72.0			63.0			69.8			
Approach LOS		E			E			E			
Queue Length 50th (ft)	130	709			~705	105	~663		319		
Queue Length 95th (ft)	#235	821			#874	179	#906		458		
Internal Link Dist (ft)		623			1119			523		594	
Turn Bay Length (ft)	150					60			50		
Base Capacity (vph)	261	1960			1373	662	626		611		
Starvation Cap Reductn	0	406			0	0	0		0		
Spillback Cap Reductn	0	0			0	0	0		0		
Storage Cap Reductn	0	0			0	0	0		0		
Reduced v/c Ratio	0.73	1.08			1.00	0.35	1.02		0.73		

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 68.3

Intersection LOS: E

Intersection Capacity Utilization 79.6%

ICU Level of Service D

Analysis Period (min) 15

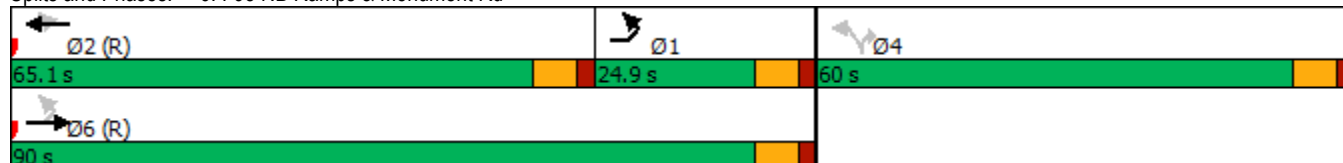
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

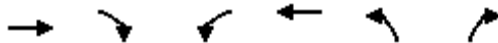
Queue shown is maximum after two cycles.

Splits and Phases: 6: I-95 NB Ramps & Monument Rd



Lanes, Volumes, Timings
7: Lee Rd & Monument Rd

06/01/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (vph)	1788	322	88	1128	306	114
Future Volume (vph)	1788	322	88	1128	306	114
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.066		0.950	
Satd. Flow (perm)	3539	1583	123	3539	1770	1583
Satd. Flow (RTOR)		350				121
Lane Group Flow (vph)	1943	350	96	1226	333	124
Turn Type	NA	Perm	pm+pt	NA	Perm	Perm
Protected Phases	2		1	6		
Permitted Phases		2	6		4	4
Total Split (s)	56.0	56.0	12.0	68.0	32.0	32.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	55.7	55.7	65.3	65.3	22.7	22.7
Actuated g/C Ratio	0.56	0.56	0.65	0.65	0.23	0.23
v/c Ratio	0.99	0.34	0.54	0.53	0.83	0.27
Control Delay	41.5	2.5	37.8	10.7	54.6	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	2.5	37.8	10.7	54.6	7.5
LOS	D	A	D	B	D	A
Approach Delay	35.5			12.7	41.8	
Approach LOS	D			B	D	
Queue Length 50th (ft)	~718	0	21	205	200	2
Queue Length 95th (ft)	#881	44	66	275	#297	45
Internal Link Dist (ft)	1119			501	929	
Turn Bay Length (ft)		440	350			200
Base Capacity (vph)	1972	1037	179	2312	460	501
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.34	0.54	0.53	0.72	0.25

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 28.8

Intersection LOS: C

Intersection Capacity Utilization 86.3%

ICU Level of Service E

Analysis Period (min) 15

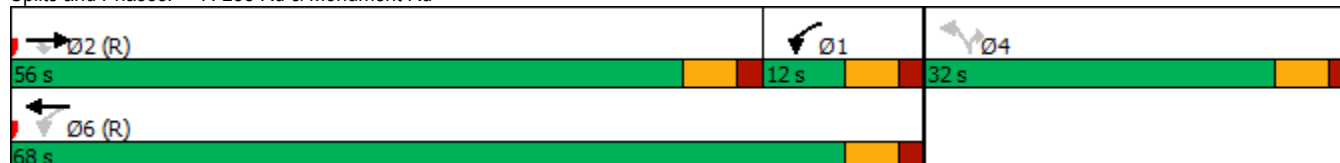
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Lee Rd & Monument Rd



Lanes, Volumes, Timings
8: St Johns Bluff Rd & Monument Rd

06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	268	1383	176	270	815	40	155	513	651	240	318	155
Future Volume (vph)	268	1383	176	270	815	40	155	513	651	240	318	155
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	2787	1770	3539	1583
Flt Permitted	0.950			0.950			0.523			0.093		
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	974	1863	2787	173	3539	1583
Satd. Flow (RTOR)			148			158			317			168
Lane Group Flow (vph)	291	1503	191	293	886	43	168	558	708	261	346	168
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Prot	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4	4	3	8	
Permitted Phases			2			6	4			8		8
Total Split (s)	30.0	63.0	63.0	17.0	50.0	50.0	16.0	45.0	45.0	20.0	49.0	49.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	24.0	57.0	57.0	11.0	44.0	44.0	49.0	39.0	39.0	57.0	43.0	43.0
Actuated g/C Ratio	0.17	0.39	0.39	0.08	0.30	0.30	0.34	0.27	0.27	0.39	0.30	0.30
v/c Ratio	1.00	1.08	0.27	1.13	0.83	0.07	0.44	1.11	0.72	1.18	0.33	0.29
Control Delay	111.4	90.7	8.7	152.5	54.6	0.2	33.6	123.1	30.5	151.6	40.8	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.4	90.7	8.7	152.5	54.6	0.2	33.6	123.1	30.5	151.6	40.8	6.5
LOS	F	F	A	F	D	A	C	F	C	F	D	A
Approach Delay		85.9			76.2			66.9			70.7	
Approach LOS		F			E			E			E	
Queue Length 50th (ft)	278	~832	25	~164	410	0	103	~602	197	~243	134	0
Queue Length 95th (ft)	#473	#972	79	#262	495	0	159	#836	279	#428	180	55
Internal Link Dist (ft)		4038			1605			1115			788	
Turn Bay Length (ft)	400		350	450		60	350		400	250		250
Base Capacity (vph)	292	1391	712	260	1073	590	384	501	981	222	1050	587
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	1.08	0.27	1.13	0.83	0.07	0.44	1.11	0.72	1.18	0.33	0.29

Intersection Summary

Cycle Length: 145

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.18

Intersection Signal Delay: 76.5

Intersection LOS: E

Intersection Capacity Utilization 106.2%

ICU Level of Service G

Analysis Period (min) 15

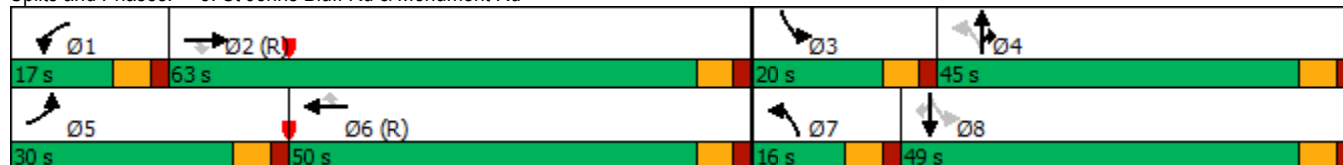
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: St Johns Bluff Rd & Monument Rd



Appendix K:

2045 Projected Volumes

(With Proposed Improvements)

Synchro Analysis Results

Lanes, Volumes, Timings
1: Monument Rd & Atlantic Blvd

06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	2050	114	81	2687	321	46	99	77	452	231	260
Future Volume (vph)	189	2050	114	81	2687	321	46	99	77	452	231	260
Satd. Flow (prot)	3433	5045	0	1770	5004	0	1770	3306	0	3433	1738	1504
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5045	0	1770	5004	0	1770	3306	0	3433	1738	1504
Satd. Flow (RTOR)		7			18			82			4	119
Lane Group Flow (vph)	205	2352	0	88	3270	0	50	192	0	491	285	249
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												8
Total Split (s)	14.0	80.9		16.0	82.9		15.4	41.1		22.0	47.7	47.7
Total Lost Time (s)	6.9	6.9		6.9	6.9		6.7	7.1		6.2	7.1	7.1
Act Effct Green (s)	8.8	74.0		10.8	76.0		8.1	10.8		37.3	42.1	42.1
Actuated g/C Ratio	0.06	0.46		0.07	0.48		0.05	0.07		0.23	0.26	0.26
v/c Ratio	1.09	1.01		0.74	1.37		0.56	0.64		0.61	0.62	0.52
Control Delay	158.0	62.4		105.0	203.5		97.5	50.8		59.5	59.4	30.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	158.0	62.4		105.0	203.5		97.5	50.8		59.5	59.4	30.8
LOS	F	E		F	F		F	D		E	E	C
Approach Delay		70.1			200.9			60.5			52.5	
Approach LOS		E			F			E			D	
Queue Length 50th (ft)	111	~905		91	~1653		52	59		243	288	127
Queue Length 95th (ft)	#233	#1022		#205	#1713		101	102		308	391	223
Internal Link Dist (ft)		1298			1488			633			1514	
Turn Bay Length (ft)	1000			450			300			400		
Base Capacity (vph)	188	2337		119	2386		96	767		799	477	497
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	1.09	1.01		0.74	1.37		0.52	0.25		0.61	0.60	0.50

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.37

Intersection Signal Delay: 128.4

Intersection LOS: F

Intersection Capacity Utilization 108.2%

ICU Level of Service G

Analysis Period (min) 15

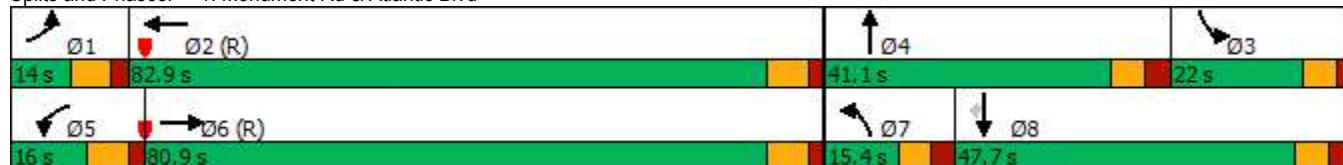
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Monument Rd & Atlantic Blvd



Lanes, Volumes, Timings
2: Monument Rd & Regency Square Blvd

06/01/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	45	352	105	62	112	222	330	25	65	654	117
Future Volume (vph)	60	45	352	105	62	112	222	330	25	65	654	117
Satd. Flow (prot)	1770	1863	1583	0	1730	0	1770	3504	0	1770	3458	0
Flt Permitted	0.950				0.855		0.185			0.523		
Satd. Flow (perm)	1770	1863	1583	0	1507	0	345	3504	0	974	3458	0
Satd. Flow (RTOR)			341		28			8			19	
Lane Group Flow (vph)	65	49	383	0	303	0	241	386	0	71	838	0
Turn Type	Prot	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases			4	8			2			6		
Total Split (s)	21.0	48.0	48.0	27.0	27.0		23.0	50.0		12.0	39.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0		5.0	6.0		5.0	6.0	
Act Effct Green (s)	9.4	37.7	37.7		25.5		62.3	51.8		50.6	43.0	
Actuated g/C Ratio	0.09	0.34	0.34		0.23		0.57	0.47		0.46	0.39	
v/c Ratio	0.43	0.08	0.50		0.82		0.65	0.23		0.14	0.62	
Control Delay	55.8	21.8	6.3		55.0		22.8	19.8		14.6	31.2	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	55.8	21.8	6.3		55.0		22.8	19.8		14.6	31.2	
LOS	E	C	A		D		C	B		B	C	
Approach Delay		14.3			55.0			21.0			29.9	
Approach LOS		B			D			C			C	
Queue Length 50th (ft)	44	21	18		179		91	93		24	263	
Queue Length 95th (ft)	86	47	85		#336		143	130		48	356	
Internal Link Dist (ft)		1227			1539			1514			1552	
Turn Bay Length (ft)	450						200			150		
Base Capacity (vph)	257	728	826		374		428	1653		501	1362	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.25	0.07	0.46		0.81		0.56	0.23		0.14	0.62	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 27.4

Intersection LOS: C

Intersection Capacity Utilization 72.9%

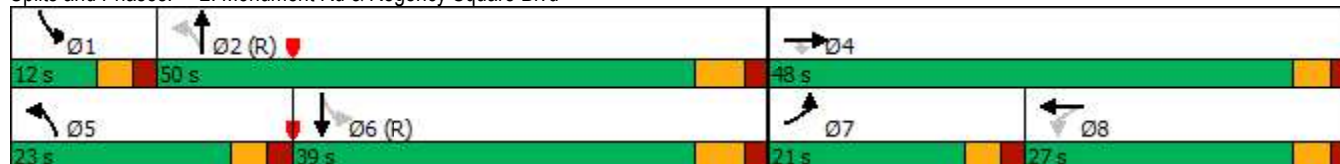
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Monument Rd & Regency Square Blvd



Lanes, Volumes, Timings
 3: Monument Rd & N Regency Square Blvd/Atrium Way

06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	224	35	207	35	40	45	172	306	16	39	633	280
Future Volume (vph)	224	35	207	35	40	45	172	306	16	39	633	280
Satd. Flow (prot)	1770	3086	0	1770	1714	0	1770	3514	0	1770	3376	0
Flt Permitted	0.396			0.589			0.121			0.542		
Satd. Flow (perm)	738	3086	0	1097	1714	0	225	3514	0	1010	3376	0
Satd. Flow (RTOR)		225			49			7			93	
Lane Group Flow (vph)	243	263	0	38	92	0	187	350	0	42	992	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Total Split (s)	16.0	24.0		11.0	19.0		13.0	33.0		12.0	32.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Act Effct Green (s)	20.9	14.9		11.7	7.9		44.7	38.7		37.8	31.4	
Actuated g/C Ratio	0.26	0.19		0.15	0.10		0.56	0.48		0.47	0.39	
v/c Ratio	0.76	0.35		0.19	0.43		0.62	0.21		0.08	0.72	
Control Delay	39.6	7.8		22.1	24.3		23.5	14.9		9.9	24.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.6	7.8		22.1	24.3		23.5	14.9		9.9	24.1	
LOS	D	A		C	C		C	B		A	C	
Approach Delay		23.0			23.7			17.9			23.5	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	99	8		14	20		43	57		9	208	
Queue Length 95th (ft)	#156	38		33	61		#137	98		25	#330	
Internal Link Dist (ft)		973			890			1552			823	
Turn Bay Length (ft)	200			250			200			200		
Base Capacity (vph)	321	897		202	319		302	1703		541	1381	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.76	0.29		0.19	0.29		0.62	0.21		0.08	0.72	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 22.0

Intersection LOS: C

Intersection Capacity Utilization 73.4%

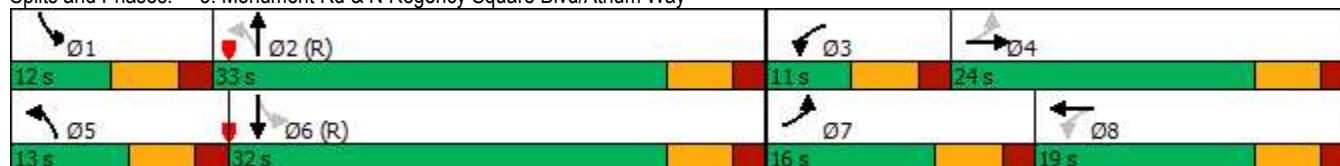
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Monument Rd & N Regency Square Blvd/Atrium Way



Lanes, Volumes, Timings
4: Monument Rd & Tredinick Pkwy

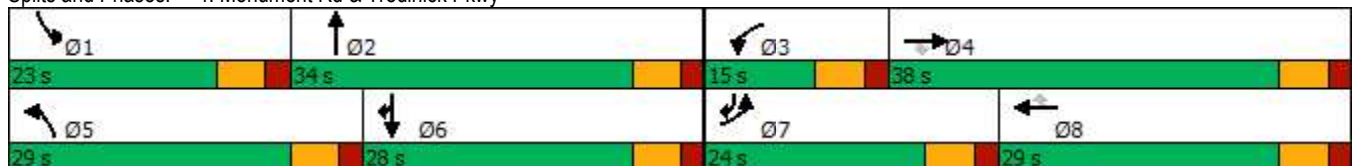
06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	544	30	155	47	52	43	107	534	30	137	642	703
Future Volume (vph)	544	30	155	47	52	43	107	534	30	137	642	703
Satd. Flow (prot)	3221	1627	1583	1770	1863	1583	1770	3511	0	1770	3539	2787
Flt Permitted	0.950	0.535		0.950			0.950			0.950		
Satd. Flow (perm)	3221	907	1583	1770	1863	1583	1770	3511	0	1770	3539	2787
Satd. Flow (RTOR)			168			208		5				764
Lane Group Flow (vph)	414	210	168	51	57	47	116	613	0	149	698	764
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6.7
Permitted Phases			4			8						
Total Split (s)	24.0	38.0	38.0	15.0	29.0	29.0	29.0	34.0		23.0	28.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Act Effct Green (s)	21.5	21.5	32.5	7.7	18.8	18.8	11.8	24.0		13.1	25.3	52.8
Actuated g/C Ratio	0.22	0.22	0.33	0.08	0.19	0.19	0.12	0.24		0.13	0.26	0.53
v/c Ratio	0.59	0.59	0.27	0.37	0.16	0.10	0.55	0.72		0.64	0.77	0.41
Control Delay	42.8	47.9	5.8	54.3	35.2	0.4	52.5	40.3		54.9	41.8	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	42.8	47.9	5.8	54.3	35.2	0.4	52.5	40.3		54.9	41.8	1.9
LOS	D	D	A	D	D	A	D	D		D	D	A
Approach Delay		36.3			30.9			42.3			24.1	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	140	142	0	32	30	0	72	194		92	223	0
Queue Length 95th (ft)	#228	#287	49	74	69	0	132	268		166	312	34
Internal Link Dist (ft)		1335			399			1746			1102	
Turn Bay Length (ft)			250	200		200	350			250		230
Base Capacity (vph)	709	354	633	163	440	533	418	1013		309	905	1852
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.58	0.59	0.27	0.31	0.13	0.09	0.28	0.61		0.48	0.77	0.41

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 98.7
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 31.4
 Intersection LOS: C
 Intersection Capacity Utilization 55.9%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Monument Rd & Tredinick Pkwy



Lanes, Volumes, Timings
5: Monument Rd & I-95 SB Ramps

06/01/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑	↑	↑	↑↑		↑		↑		
Traffic Volume (vph)	0	753	322	491	1225	0	287	0	264	0	0
Future Volume (vph)	0	753	322	491	1225	0	287	0	264	0	0
Satd. Flow (prot)	0	3539	1583	1770	3539	0	1770	0	1583	0	0
Flt Permitted				0.133			0.950				
Satd. Flow (perm)	0	3539	1583	248	3539	0	1770	0	1583	0	0
Satd. Flow (RTOR)			350						128		
Lane Group Flow (vph)	0	818	350	534	1332	0	312	0	287	0	0
Turn Type		NA	Perm	pm+pt	NA		Perm		Perm		
Protected Phases		2		1	6						
Permitted Phases			2	6			4		4		
Total Split (s)		30.0	30.0	32.0	62.0		28.0		28.0		
Total Lost Time (s)		6.8	6.8	6.8	6.8		6.8		6.8		
Act Effct Green (s)		26.0	26.0	57.1	57.1		19.3		19.3		
Actuated g/C Ratio		0.29	0.29	0.63	0.63		0.21		0.21		
v/c Ratio		0.80	0.50	0.94	0.59		0.83		0.65		
Control Delay		38.1	5.9	48.5	11.4		52.3		24.8		
Queue Delay		0.0	0.0	0.0	0.0		0.0		0.0		
Total Delay		38.1	5.9	48.5	11.4		52.3		24.8		
LOS		D	A	D	B		D		C		
Approach Delay		28.4			22.0			39.1			
Approach LOS		C			C			D			
Queue Length 50th (ft)		236	0	238	225		165		78		
Queue Length 95th (ft)		#344	66	#439	287		#284		164		
Internal Link Dist (ft)		1102			623			583		388	
Turn Bay Length (ft)			800	400					425		
Base Capacity (vph)		1021	705	588	2245		416		470		
Starvation Cap Reductn		0	0	0	0		0		0		
Spillback Cap Reductn		0	0	0	0		0		0		
Storage Cap Reductn		0	0	0	0		0		0		
Reduced v/c Ratio		0.80	0.50	0.91	0.59		0.75		0.61		

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 26.9

Intersection LOS: C

Intersection Capacity Utilization 73.1%

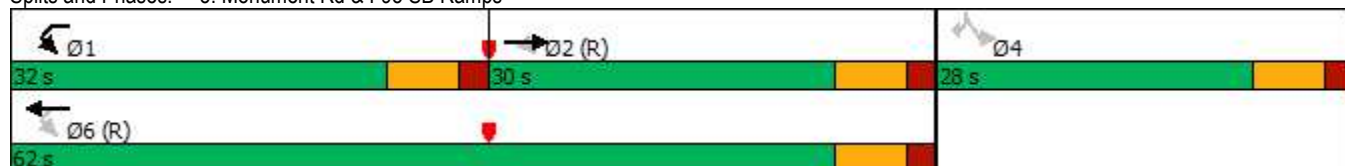
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: Monument Rd & I-95 SB Ramps



Lanes, Volumes, Timings
6: I-95 NB Ramps & Monument Rd

06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	900	0	0	1513	187	242	0	358	0	0	0
Future Volume (vph)	129	900	0	0	1513	187	242	0	358	0	0	0
Satd. Flow (prot)	1770	3539	0	0	3539	1583	3433	0	1583	0	0	0
Flt Permitted	0.071						0.950					
Satd. Flow (perm)	132	3539	0	0	3539	1583	3433	0	1583	0	0	0
Satd. Flow (RTOR)						118			161			
Lane Group Flow (vph)	140	978	0	0	1645	203	263	0	389	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Prot		Perm			
Protected Phases	1	6			2		4					
Permitted Phases	6					2			4			
Total Split (s)	19.0	74.0			55.0	55.0	26.0		26.0			
Total Lost Time (s)	6.9	6.9			6.9	6.9	6.9		6.9			
Act Effct Green (s)	68.2	68.2			49.2	49.2	18.0		18.0			
Actuated g/C Ratio	0.68	0.68			0.49	0.49	0.18		0.18			
v/c Ratio	0.49	0.41			0.95	0.24	0.43		0.93			
Control Delay	32.0	7.8			37.3	7.3	38.4		54.7			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	32.0	7.8			37.3	7.3	38.4		54.7			
LOS	C	A			D	A	D		D			
Approach Delay		10.8			34.0			48.1				
Approach LOS		B			C			D				
Queue Length 50th (ft)	35	132			516	29	76		149			
Queue Length 95th (ft)	93	169			#695	70	114		#325			
Internal Link Dist (ft)		623			1119			523			561	
Turn Bay Length (ft)	150					60			650			
Base Capacity (vph)	287	2412			1740	838	655		432			
Starvation Cap Reductn	0	0			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.49	0.41			0.95	0.24	0.40		0.90			

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 29.4

Intersection LOS: C

Intersection Capacity Utilization 73.1%

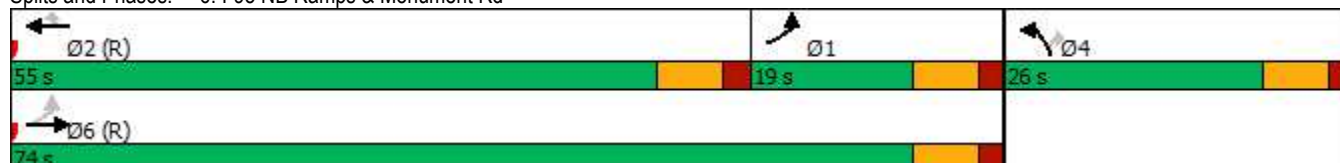
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

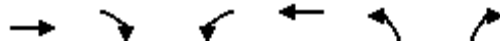
Queue shown is maximum after two cycles.

Splits and Phases: 6: I-95 NB Ramps & Monument Rd



Lanes, Volumes, Timings
7: Lee Rd & Monument Rd

06/01/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (vph)	889	260	186	1430	237	42
Future Volume (vph)	889	260	186	1430	237	42
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.215		0.950	
Satd. Flow (perm)	3539	1583	400	3539	1770	1583
Satd. Flow (RTOR)		283				46
Lane Group Flow (vph)	966	283	202	1554	258	46
Turn Type	NA	Perm	pm+pt	NA	Perm	Perm
Protected Phases	2		1	6		
Permitted Phases		2	6		4	4
Total Split (s)	29.0	29.0	12.0	41.0	24.0	24.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	26.8	26.8	38.8	38.8	14.2	14.2
Actuated g/C Ratio	0.41	0.41	0.60	0.60	0.22	0.22
v/c Ratio	0.66	0.35	0.55	0.74	0.67	0.12
Control Delay	19.0	3.5	20.3	13.0	31.6	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.0	3.5	20.3	13.0	31.6	7.2
LOS	B	A	C	B	C	A
Approach Delay	15.5			13.8	27.9	
Approach LOS	B			B	C	
Queue Length 50th (ft)	158	0	33	209	93	0
Queue Length 95th (ft)	242	44	70	334	152	21
Internal Link Dist (ft)	1119			501	929	
Turn Bay Length (ft)		440	350			200
Base Capacity (vph)	1459	819	365	2112	490	471
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.35	0.55	0.74	0.53	0.10

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 15.8

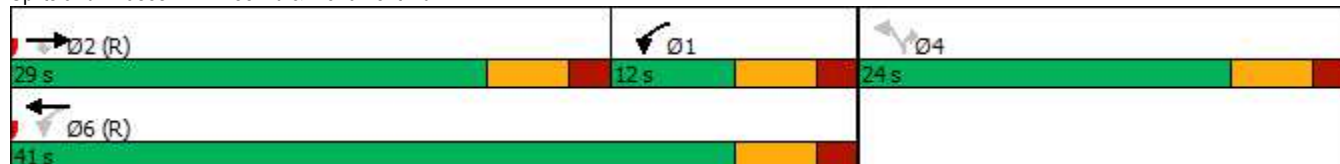
Intersection LOS: B

Intersection Capacity Utilization 63.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: Lee Rd & Monument Rd



Lanes, Volumes, Timings
8: St Johns Bluff Rd & Monument Rd

06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	650	179	413	1104	36	91	129	273	17	702	271
Future Volume (vph)	73	650	179	413	1104	36	91	129	273	17	702	271
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1770	3539	2787	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	1770	3539	2787	1770	3539	1583
Satd. Flow (RTOR)			208			149			297			
Lane Group Flow (vph)	79	707	195	449	1200	39	99	140	297	18	763	295
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4	4	3		8
Permitted Phases			2			6						8
Total Split (s)	14.0	28.0	28.0	27.0	41.0	41.0	18.0	41.0	41.0	14.0	37.0	37.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	7.4	27.6	27.6	18.7	41.3	41.3	10.4	40.2	40.2	6.6	29.3	29.3
Actuated g/C Ratio	0.07	0.25	0.25	0.17	0.38	0.38	0.09	0.37	0.37	0.06	0.27	0.27
v/c Ratio	0.34	0.80	0.35	0.77	0.90	0.06	0.59	0.11	0.25	0.17	0.81	0.48
Control Delay	53.0	48.2	6.3	52.8	45.3	0.2	62.2	24.0	3.7	52.2	45.2	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.0	48.2	6.3	52.8	45.3	0.2	62.2	24.0	3.7	52.2	45.2	8.9
LOS	D	D	A	D	D	A	E	C	A	D	D	A
Approach Delay		40.2			46.2			19.8			35.4	
Approach LOS		D			D			B			D	
Queue Length 50th (ft)	27	260	0	156	~492	0	68	29	0	12	257	19
Queue Length 95th (ft)	52	#393	51	208	#627	0	123	61	32	36	332	90
Internal Link Dist (ft)		4038			1605			1115			788	
Turn Bay Length (ft)	400		350	450		60	350		400	250		250
Base Capacity (vph)	249	886	552	655	1328	687	193	1294	1208	128	1001	632
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.80	0.35	0.69	0.90	0.06	0.51	0.11	0.25	0.14	0.76	0.47

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 38.8

Intersection LOS: D

Intersection Capacity Utilization 78.3%

ICU Level of Service D

Analysis Period (min) 15

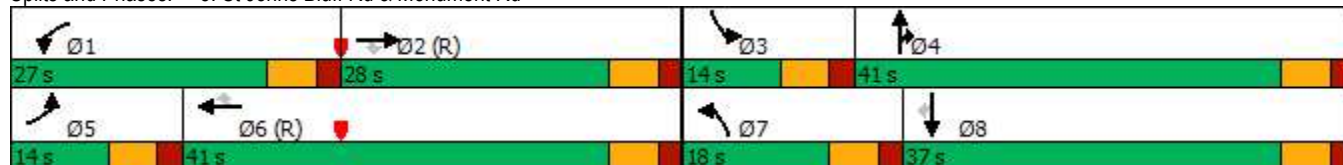
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: St Johns Bluff Rd & Monument Rd



Lanes, Volumes, Timings
1: Monument Rd & Atlantic Blvd

06/02/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑↑		↑	↑↑↑		↑	↑↑		↑↑	↑	↑
Traffic Volume (vph)	574	3682	135	135	2869	483	168	287	116	489	205	390
Future Volume (vph)	574	3682	135	135	2869	483	168	287	116	489	205	390
Satd. Flow (prot)	3433	5060	0	1770	4973	0	1770	3387	0	3433	1678	1504
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5060	0	1770	4973	0	1770	3387	0	3433	1678	1504
Satd. Flow (RTOR)		5			26			34			15	166
Lane Group Flow (vph)	624	4149	0	147	3643	0	183	438	0	532	342	305
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												8
Total Split (s)	22.0	83.9		15.0	76.9		22.5	41.1		20.0	38.6	38.6
Total Lost Time (s)	6.9	6.9		6.9	6.9		6.7	7.1		6.2	7.1	7.1
Act Effct Green (s)	15.1	77.0		8.1	70.0		15.8	24.7		23.1	31.5	31.5
Actuated g/C Ratio	0.09	0.48		0.05	0.44		0.10	0.15		0.14	0.20	0.20
v/c Ratio	1.93	1.70		1.65	1.66		1.05	0.79		1.07	1.00	0.71
Control Delay	465.0	346.7		379.7	331.1		148.8	70.8		123.0	108.7	36.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	465.0	346.7		379.7	331.1		148.8	70.8		123.0	108.7	36.8
LOS	F	F		F	F		F	E		F	F	D
Approach Delay		362.2			332.9			93.8				96.6
Approach LOS		F			F			F				F
Queue Length 50th (ft)	~515	~2342		~222	~2031		~207	218		~314	367	147
Queue Length 95th (ft)	#642	#2372		#375	#2079		#374	270		#518	#594	271
Internal Link Dist (ft)		1298			1488			633			1514	
Turn Bay Length (ft)	1000			450			300			400		
Base Capacity (vph)	323	2437		89	2190		174	746		495	342	429
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	1.93	1.70		1.65	1.66		1.05	0.59		1.07	1.00	0.71

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.93

Intersection Signal Delay: 305.2

Intersection LOS: F

Intersection Capacity Utilization 133.6%

ICU Level of Service H

Analysis Period (min) 15

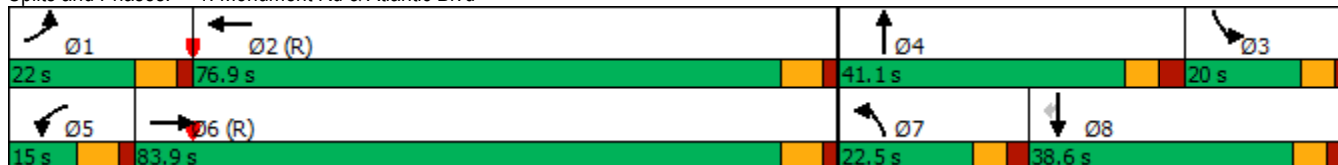
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Monument Rd & Atlantic Blvd



Lanes, Volumes, Timings
2: Monument Rd & Regency Square Blvd

06/02/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	50	419	102	62	202	186	913	52	62	640	56
Future Volume (vph)	175	50	419	102	62	202	186	913	52	62	640	56
Satd. Flow (prot)	1770	1863	1583	0	1699	0	1770	3511	0	1770	3497	0
Flt Permitted	0.950				0.887		0.173			0.117		
Satd. Flow (perm)	1770	1863	1583	0	1528	0	322	3511	0	218	3497	0
Satd. Flow (RTOR)			235		59			5			8	
Lane Group Flow (vph)	190	54	455	0	398	0	202	1049	0	67	757	0
Turn Type	Prot	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases			4	8			2			6		
Total Split (s)	21.0	60.0	60.0	39.0	39.0		14.0	38.0		12.0	36.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0		5.0	6.0		5.0	6.0	
Act Effct Green (s)	14.9	49.1	49.1		29.2		49.5	40.1		42.0	34.1	
Actuated g/C Ratio	0.14	0.45	0.45		0.27		0.45	0.36		0.38	0.31	
v/c Ratio	0.79	0.06	0.54		0.89		0.71	0.82		0.37	0.69	
Control Delay	69.8	15.4	11.7		54.5		36.9	40.3		25.5	38.2	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	69.8	15.4	11.7		54.5		36.9	40.3		25.5	38.2	
LOS	E	B	B		D		D	D		C	D	
Approach Delay		27.8			54.5			39.8			37.2	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	130	20	98		229		89	380		27	258	
Queue Length 95th (ft)	#235	40	177		#368		#192	#548		58	331	
Internal Link Dist (ft)		1227			1539			1514			1552	
Turn Bay Length (ft)	450						200			150		
Base Capacity (vph)	257	931	909		513		286	1284		185	1090	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.74	0.06	0.50		0.78		0.71	0.82		0.36	0.69	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 38.3

Intersection LOS: D

Intersection Capacity Utilization 80.1%

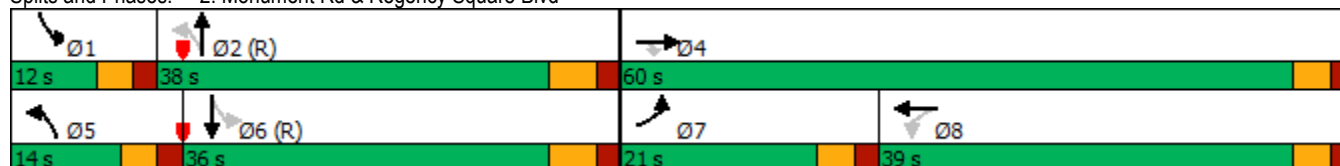
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Monument Rd & Regency Square Blvd



Lanes, Volumes, Timings

3: Monument Rd & N Regency Square Blvd/Atrium Way

06/02/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	484	62	247	47	53	48	239	927	34	47	575	189
Future Volume (vph)	484	62	247	47	53	48	239	927	34	47	575	189
Satd. Flow (prot)	1770	3115	0	1770	1730	0	1770	3522	0	1770	3408	0
Flt Permitted	0.443			0.550			0.129			0.161		
Satd. Flow (perm)	825	3115	0	1025	1730	0	240	3522	0	300	3408	0
Satd. Flow (RTOR)		268			39			4			41	
Lane Group Flow (vph)	526	335	0	51	110	0	260	1045	0	51	830	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Total Split (s)	30.5	42.0		12.0	23.5		18.0	34.0		12.0	28.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Act Effct Green (s)	40.2	30.6		15.6	9.7		47.8	36.9		33.2	26.1	
Actuated g/C Ratio	0.40	0.31		0.16	0.10		0.48	0.37		0.33	0.26	
v/c Ratio	0.93	0.29		0.25	0.54		0.73	0.80		0.25	0.90	
Control Delay	51.5	6.8		23.6	37.6		34.4	36.0		19.7	49.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	51.5	6.8		23.6	37.6		34.4	36.0		19.7	49.8	
LOS	D	A		C	D		C	D		B	D	
Approach Delay		34.1			33.2			35.7			48.0	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	281	16		20	44		102	319		17	262	
Queue Length 95th (ft)	#388	46		40	94		#232	#514		41	#421	
Internal Link Dist (ft)		973			890			1552			823	
Turn Bay Length (ft)	200			250			200			200		
Base Capacity (vph)	563	1295		206	334		354	1302		206	919	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.93	0.26		0.25	0.33		0.73	0.80		0.25	0.90	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 38.5

Intersection LOS: D

Intersection Capacity Utilization 87.7%

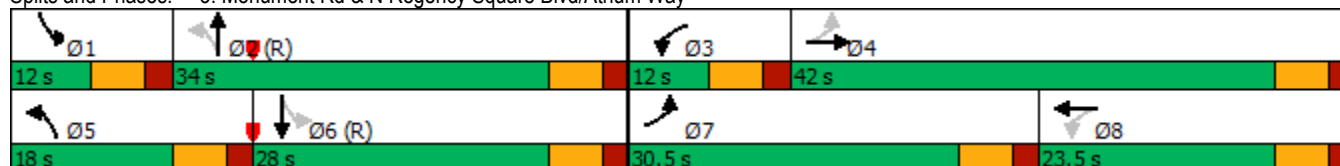
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Monument Rd & N Regency Square Blvd/Atrium Way



Lanes, Volumes, Timings
4: Monument Rd & Tredinick Pkwy

06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1192	45	174	67	80	37	211	1062	46	235	776	649
Future Volume (vph)	1192	45	174	67	80	37	211	1062	46	235	776	649
Satd. Flow (prot)	3221	1622	1583	1770	1863	1583	1770	3518	0	1770	3539	2787
Flt Permitted	0.950	0.957		0.950			0.950			0.950		
Satd. Flow (perm)	3221	1622	1583	1770	1863	1583	1770	3518	0	1770	3539	2787
Satd. Flow (RTOR)			151			109		3				529
Lane Group Flow (vph)	894	451	189	73	87	40	229	1204	0	255	843	705
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	4	4		8	8		5	2		1	6	6.4
Permitted Phases			4			8						
Total Split (s)	46.0	46.0	46.0	25.0	25.0	25.0	29.0	54.0		25.0	50.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Act Effct Green (s)	40.0	40.0	40.0	12.0	12.0	12.0	21.5	48.0		19.0	45.5	91.6
Actuated g/C Ratio	0.28	0.28	0.28	0.08	0.08	0.08	0.15	0.34		0.13	0.32	0.64
v/c Ratio	0.99	1.00	0.34	0.49	0.56	0.17	0.86	1.02		1.09	0.75	0.36
Control Delay	79.3	92.3	12.2	73.9	76.7	1.6	88.4	77.3		139.9	49.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	79.3	92.3	12.2	73.9	76.7	1.6	88.4	77.3		139.9	49.4	3.4
LOS	E	F	B	E	E	A	F	E		F	D	A
Approach Delay		74.9			60.6			79.1			44.2	
Approach LOS		E			E			E			D	
Queue Length 50th (ft)	458	462	26	66	79	0	208	~622		~265	376	34
Queue Length 95th (ft)	#644	#749	95	120	139	0	#358	#805		#466	478	69
Internal Link Dist (ft)		1335			399			1746			1102	
Turn Bay Length (ft)			250	200		200	350			250		230
Base Capacity (vph)	901	453	551	235	247	304	284	1182		235	1126	1973
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.99	1.00	0.34	0.31	0.35	0.13	0.81	1.02		1.09	0.75	0.36

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 143.1

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 64.4

Intersection LOS: E

Intersection Capacity Utilization 88.3%

ICU Level of Service E

Analysis Period (min) 15

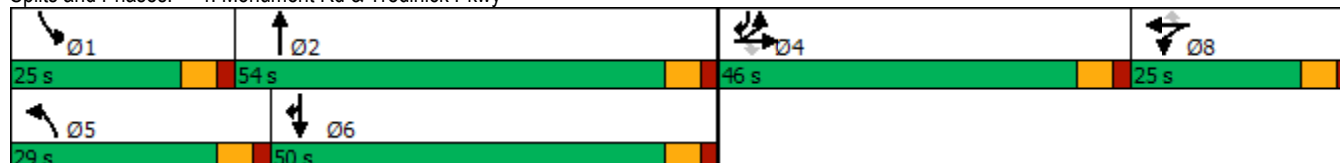
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Monument Rd & Tredinick Pkwy



Lanes, Volumes, Timings
5: Monument Rd & I-95 SB Ramps

06/02/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑	↑	↑	↑↑		↑		↑		
Traffic Volume (vph)	0	1507	631	352	1313	0	215	0	389	0	0
Future Volume (vph)	0	1507	631	352	1313	0	215	0	389	0	0
Satd. Flow (prot)	0	3539	1583	1770	3539	0	1770	0	1583	0	0
Flt Permitted				0.073			0.950				
Satd. Flow (perm)	0	3539	1583	136	3539	0	1770	0	1583	0	0
Satd. Flow (RTOR)			510						105		
Lane Group Flow (vph)	0	1638	686	383	1427	0	234	0	423	0	0
Turn Type		NA	Perm	pm+pt	NA		Perm		Perm		
Protected Phases		2		1	6						
Permitted Phases			2	6			4		4		
Total Split (s)		55.0	55.0	21.0	76.0		34.0		34.0		
Total Lost Time (s)		6.8	6.8	6.8	6.8		6.8		6.8		
Act Effct Green (s)		48.2	48.2	70.6	70.6		25.8		25.8		
Actuated g/C Ratio		0.44	0.44	0.64	0.64		0.23		0.23		
v/c Ratio		1.06	0.70	1.20	0.63		0.56		0.94		
Control Delay		70.5	10.3	148.9	13.7		42.6		60.6		
Queue Delay		0.0	0.0	0.0	0.5		0.0		0.0		
Total Delay		70.5	10.3	148.9	14.2		42.6		60.6		
LOS		E	B	F	B		D		E		
Approach Delay		52.7			42.7			54.2			
Approach LOS		D			D			D			
Queue Length 50th (ft)		~668	83	~296	304		144		226		
Queue Length 95th (ft)		#807	227	#487	373		224		#413		
Internal Link Dist (ft)		1102			623			583		388	
Turn Bay Length (ft)				400					425		
Base Capacity (vph)		1550	980	318	2270		437		470		
Starvation Cap Reductn		0	0	0	374		0		0		
Spillback Cap Reductn		0	0	0	0		0		0		
Storage Cap Reductn		0	0	0	0		0		0		
Reduced v/c Ratio		1.06	0.70	1.20	0.75		0.54		0.90		

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.20

Intersection Signal Delay: 49.1

Intersection LOS: D

Intersection Capacity Utilization 78.4%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: Monument Rd & I-95 SB Ramps



Lanes, Volumes, Timings
6: I-95 NB Ramps & Monument Rd

06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	1543	0	0	1264	216	589	0	411	0	0	0
Future Volume (vph)	176	1543	0	0	1264	216	589	0	411	0	0	0
Satd. Flow (prot)	1770	3539	0	0	3539	1583	3433	0	1583	0	0	0
Flt Permitted	0.083						0.950					
Satd. Flow (perm)	155	3539	0	0	3539	1583	3433	0	1583	0	0	0
Satd. Flow (RTOR)						103			118			
Lane Group Flow (vph)	191	1677	0	0	1374	235	640	0	447	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Prot		Perm			
Protected Phases	1	6			2		4					
Permitted Phases	6					2			4			
Total Split (s)	21.0	67.0			46.0	46.0	33.0		33.0			
Total Lost Time (s)	6.9	6.9			6.9	6.9	5.5		5.5			
Act Effct Green (s)	62.3	62.3			41.3	41.3	25.3		25.3			
Actuated g/C Ratio	0.62	0.62			0.41	0.41	0.25		0.25			
v/c Ratio	0.59	0.76			0.94	0.33	0.74		0.92			
Control Delay	37.4	17.0			34.9	9.6	39.6		51.3			
Queue Delay	0.0	0.6			0.0	0.0	0.0		0.0			
Total Delay	37.4	17.6			34.9	9.6	39.6		51.3			
LOS	D	B			C	A	D		D			
Approach Delay		19.6			31.2			44.4				
Approach LOS		B			C			D				
Queue Length 50th (ft)	64	395			273	26	187		205			
Queue Length 95th (ft)	136	493			#598	m82	248		#382			
Internal Link Dist (ft)		623			1119			523			561	
Turn Bay Length (ft)	150					60			650			
Base Capacity (vph)	323	2203			1460	713	944		520			
Starvation Cap Reductn	0	198			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.59	0.84			0.94	0.33	0.68		0.86			

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 29.6

Intersection LOS: C

Intersection Capacity Utilization 78.4%

ICU Level of Service D

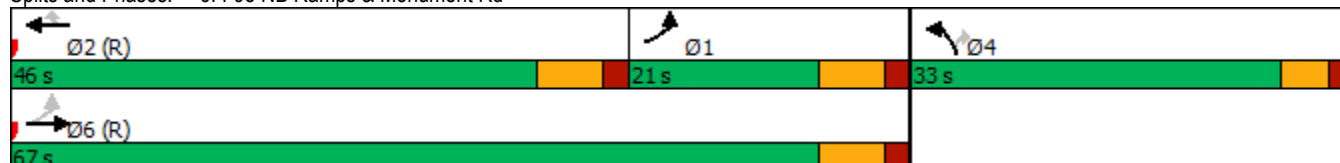
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

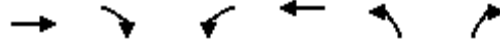
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: I-95 NB Ramps & Monument Rd



Lanes, Volumes, Timings
7: Lee Rd & Monument Rd

06/02/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (vph)	1788	322	88	1128	306	114
Future Volume (vph)	1788	322	88	1128	306	114
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.066		0.950	
Satd. Flow (perm)	3539	1583	123	3539	1770	1583
Satd. Flow (RTOR)		350				121
Lane Group Flow (vph)	1943	350	96	1226	333	124
Turn Type	NA	Perm	pm+pt	NA	Perm	Perm
Protected Phases	2		1	6		
Permitted Phases		2	6		4	4
Total Split (s)	56.0	56.0	12.0	68.0	32.0	32.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	55.7	55.7	65.3	65.3	22.7	22.7
Actuated g/C Ratio	0.56	0.56	0.65	0.65	0.23	0.23
v/c Ratio	0.99	0.34	0.54	0.53	0.83	0.27
Control Delay	33.4	2.6	37.8	10.7	54.6	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.4	2.6	37.8	10.7	54.6	7.5
LOS	C	A	D	B	D	A
Approach Delay	28.7			12.7	41.8	
Approach LOS	C			B	D	
Queue Length 50th (ft)	~701	0	21	205	200	2
Queue Length 95th (ft)	#875	m41	66	275	#297	45
Internal Link Dist (ft)	1119			501	929	
Turn Bay Length (ft)		440	350			200
Base Capacity (vph)	1972	1037	179	2312	460	501
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.34	0.54	0.53	0.72	0.25

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 25.0

Intersection LOS: C

Intersection Capacity Utilization 86.3%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

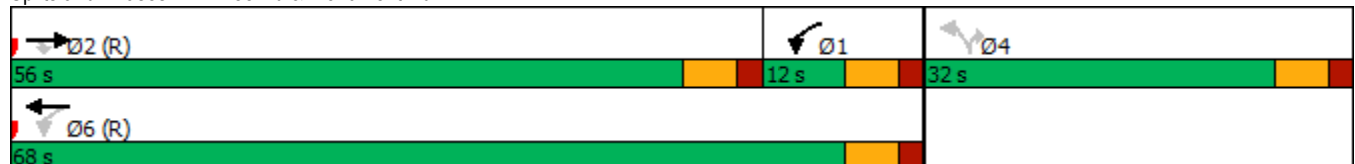
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: Lee Rd & Monument Rd



Lanes, Volumes, Timings
8: St Johns Bluff Rd & Monument Rd

06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	268	1383	176	270	815	40	155	513	651	240	318	155
Future Volume (vph)	268	1383	176	270	815	40	155	513	651	240	318	155
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1770	3539	2787	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	1770	3539	2787	1770	3539	1583
Satd. Flow (RTOR)			136			143			102			
Lane Group Flow (vph)	291	1503	191	293	886	43	168	558	708	261	346	168
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pt+ov	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4	4 1	3	8	
Permitted Phases			2			6						8
Total Split (s)	26.0	70.0	70.0	19.0	63.0	63.0	25.0	43.0		28.0	46.0	46.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Act Effct Green (s)	17.8	64.0	64.0	13.0	59.2	59.2	17.8	35.3	54.3	22.0	39.5	39.5
Actuated g/C Ratio	0.11	0.40	0.40	0.08	0.37	0.37	0.11	0.22	0.34	0.14	0.25	0.25
v/c Ratio	0.75	1.05	0.27	1.04	0.67	0.06	0.85	0.71	0.69	1.06	0.39	0.32
Control Delay	81.1	83.5	10.8	132.9	45.1	0.2	102.3	62.2	41.9	137.5	51.1	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.1	83.5	10.8	132.9	45.1	0.2	102.3	62.2	41.9	137.5	51.1	7.9
LOS	F	F	B	F	D	A	F	E	D	F	D	A
Approach Delay		76.1			64.6			56.9			70.9	
Approach LOS		E			E			E			E	
Queue Length 50th (ft)	153	~907	36	~171	413	0	174	283	311	~302	160	0
Queue Length 95th (ft)	206	#1046	93	#273	498	0	#297	352	393	#491	210	62
Internal Link Dist (ft)		4038			1605			1115			788	
Turn Bay Length (ft)	400		350	450		60	350		400	250		250
Base Capacity (vph)	434	1431	720	281	1323	681	212	827	1003	246	895	526
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	1.05	0.27	1.04	0.67	0.06	0.79	0.67	0.71	1.06	0.39	0.32

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 158.3

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.06

Intersection Signal Delay: 67.7

Intersection LOS: E

Intersection Capacity Utilization 93.4%

ICU Level of Service F

Analysis Period (min) 15

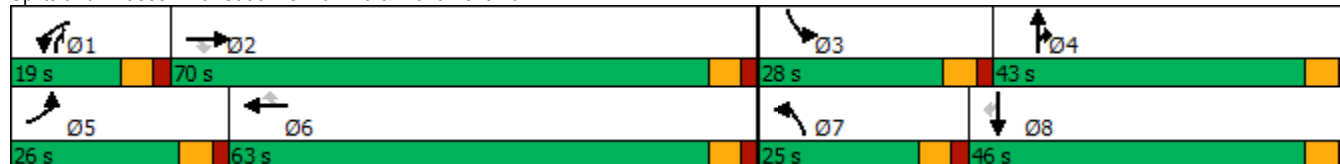
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: St Johns Bluff Rd & Monument Rd



Appendix L:

Bike, Pedestrian, and Multi-Use Trail
Planning Documents

3.3 DUVAL COUNTY NETWORK

The TPO Network in Duval County consists of approximately 274 miles of trails. Approximately 60 miles of trails are existing, with 214 miles of trails proposed in this plan. The TPO Network in Duval County is displayed in **Figure 3-11**.

DUVAL COUNTY TRAILS

The following trails in Duval County are included in the TPO Network:

- ◆ Argyle Forest Path
- ◆ Atlantic/Neptune Path
- ◆ Bartram Trail
- ◆ Cecil Trail Network
- ◆ Cedar Point Spur
- ◆ Core 2 Coast (C2C) Loop
- ◆ East Coast Greenway (ECG)
- ◆ Ed Austin Park Path
- ◆ Emerald Trail Network
- ◆ Fort Caroline Trail
- ◆ Hanna Park Spur
- ◆ Jacksonville Baldwin Rail Trail
- ◆ Kings Road Historic Trail
- ◆ Moncrief Trail
- ◆ Nocatee Trail
- ◆ Paramore Road Trail
- ◆ POW-MIA Memorial Trail
- ◆ Race Track Trail
- ◆ Roosevelt Trail
- ◆ S-Line Trail
- ◆ Soutel Trail
- ◆ Sunbeam Path
- ◆ Town Center Path
- ◆ Town Center Connector
- ◆ UNF Spur

The trails are summarized in **Table 3-3** and displayed geographically in **Figures 3-11 through 3-17**.

DUVAL COUNTY TRAILHEADS

The following trailhead locations were identified for Duval County:

- ◆ Baldwin Visitor Center
- ◆ Brandy Ranch Trailhead
- ◆ Camp Milton Trailhead
- ◆ Cedar Point Trailhead
- ◆ Imeson Trailhead
- ◆ Yellow Water Trailhead

TOP PRIORITY TRAILS

Duval County staff identified their top priority trails as follows:

1. C2C Loop and remaining gaps in ECG in Duval County
2. Roosevelt Trail
3. Connection between Jacksonville Baldwin Trail and Emerald Trail
4. POW-MIA Memorial Parkway/Cecil Trail
5. New Kings Rd/Moncrief Trail

TABLE 3-3 DUVAL COUNTY TRAIL NETWORK

Trail Name	Existing (mi)	Proposed (mi)	Total (mi)	Description
Argyle Forest Path	7.8	-	7.8	Existing path along Argyle Forest Boulevard near the Clay County line.
Atlantic/ Neptune Path	1.1	3.0	4.1	Trail through City of Atlantic Beach and City of Neptune Beach connecting to the East Coast Greenway network along Mayport Road, Sherry Drive, Plaza, and Jarbo Park.
Bartram Trail	3.6	-	3.6	Existing path along Bartram Road from the St. Johns County line to Old St. Augustine Road connecting to the Race Track Road Trail and the Kernan Trail.
Cecil Trail Network	3.2	35.0	38.2	Trail network in southwest Duval County providing connections to Nassau County, Clay County, and the existing Jacksonville Baldwin Trail.
Cedar Point Spur	-	5.9	5.9	Local trail in northeast Duval County connecting the C2C Trail along Heckscher Drive to the Pumpkin Hill Creek Preserve.
POW-MIA Memorial Trail	-	7.7	7.7	Provides a connection from the Cecil Trail Network to the Jacksonville Baldwin Trail via Chaffee Road.
Core 2 Coast (C2C) Loop	4.0	41.4	45.5	Major trail network connecting downtown Jacksonville to the Beaches. Recently designated as part of the East Coast Greenway system. *Alternative routes were provided by City of Jacksonville staff and are shown on the maps. The mileage and cost for these routes were not included in the overall calculations.
Dames Point Alternative*	-	-	4.9*	
Lone Star Alternative*	-	-	9.8*	
East Coast Greenway	8.6	15.3	23.9	Major trail network connecting multiple states. These calculations (mileage and cost) do not include the Core to Coast (C2C) Loop which was recently designated as part of the ECG system.
Ed Austin Park Path	1.6	-	1.6	Existing path around the perimeter of Ed Austin Park connecting to Monument Road and the regional trail system.
Emerald Trail Network	0.8	18.9	19.7	A combination of regional and local trails creating a network through downtown Jacksonville. Some segments are included in the larger C2C loop and ECG networks.
Fort Caroline Trail	6.6	16.6	23.2	Existing north-south trail along Kernan Boulevard connecting from First Coast Technical Parkway to McCormick Road. Anticipated to connect to C2C Loop to the north and to the Nocatee trails to the south.
Hanna Park Spur	-	1.0	1.0	Path from the ECG on the northeast side of Duval County providing connections to Hanna Park, Finnegan Elementary, and the City of Atlantic Beach.
Jacksonville Baldwin Trail	14.8	10.0	24.8	Popular trail on the western side of Duval County extending from the Nassau County line to Imeson Road. The proposed northern extension will provide a connection to the Nassau County trail system.
Kings Road Historic Trail	-	14.3	14.3	Runs north-south along US 1/FEC Rail corridor connecting the Avenues Mall area to the Acosta Bridge.
Moncrief Trail	-	5.2	5.2	Provides a connection from C2C Loop to US 1/New Kings Road Trail along Moncrief Road.

Trail Name	Existing (mi)	Proposed (mi)	Total (mi)	Description
New Kings Road Trail	-	8.3	8.3	Travels along US 1/New Kings Road connecting the C2C Loop to the Moncrief and Soutel trails in northern Duval County. Is anticipated to connect to the Trans Nassau Trail in Nassau County.
Nocatee Trail (Duval Portion)	2.4	-	2.4	Trail traversing the Nocatee community in Duval and St. Johns Counties.
Paramore Road Trail	1.5	-	1.5	Existing path along Paramore Road connecting the Argyle Forest Path to Collins Road.
Race Track Trail	-	0.4	0.4	Segment of the Race Track Road Trail in St. Johns County that traverses into Duval County.
Roosevelt Trail	-	10.9	10.9	Rail trail from the Clay County line along Roosevelt Boulevard ending at Forest Street in Downtown Jacksonville connecting to the C2C Loop network.
S-Line Trail	2.5	1.8	4.3	Urban greenway and trail system in Downtown Jacksonville providing connections to neighborhoods, the C2C Loop, and Emerald Trail network.
Soutel Trail	-	5.1	5.1	Trail along Soutel Road starting at the eastern terminus of the Jacksonville Baldwin Rail Trail extending to Miller Park.
Sunbeam Path	-	3.9	3.9	Spur from the Acosta/Avenues Trail along Sunbeam Road from San Jose Boulevard to Old Kings Road.
Town Center Connector	-	7.4	7.4	Trail along Southside Boulevard providing connections to the Acosta/Avenues Trail, Town Center Path, and Kernan Trail.
Town Center Path	1.4	0.5	1.9	Path along the perimeter of the St. Johns Town Center. Will eventually connect to the Kernan Trail and Southside Loop.
UNF Spur	-	1.7	1.7	Spur from the Ft. Caroline Trail connecting to the University of North Florida (UNF).
Total	60.1	213.8	274.0	TPO Network in Duval County.

FIGURE 3-11 OVERALL DUVAL COUNTY NETWORK

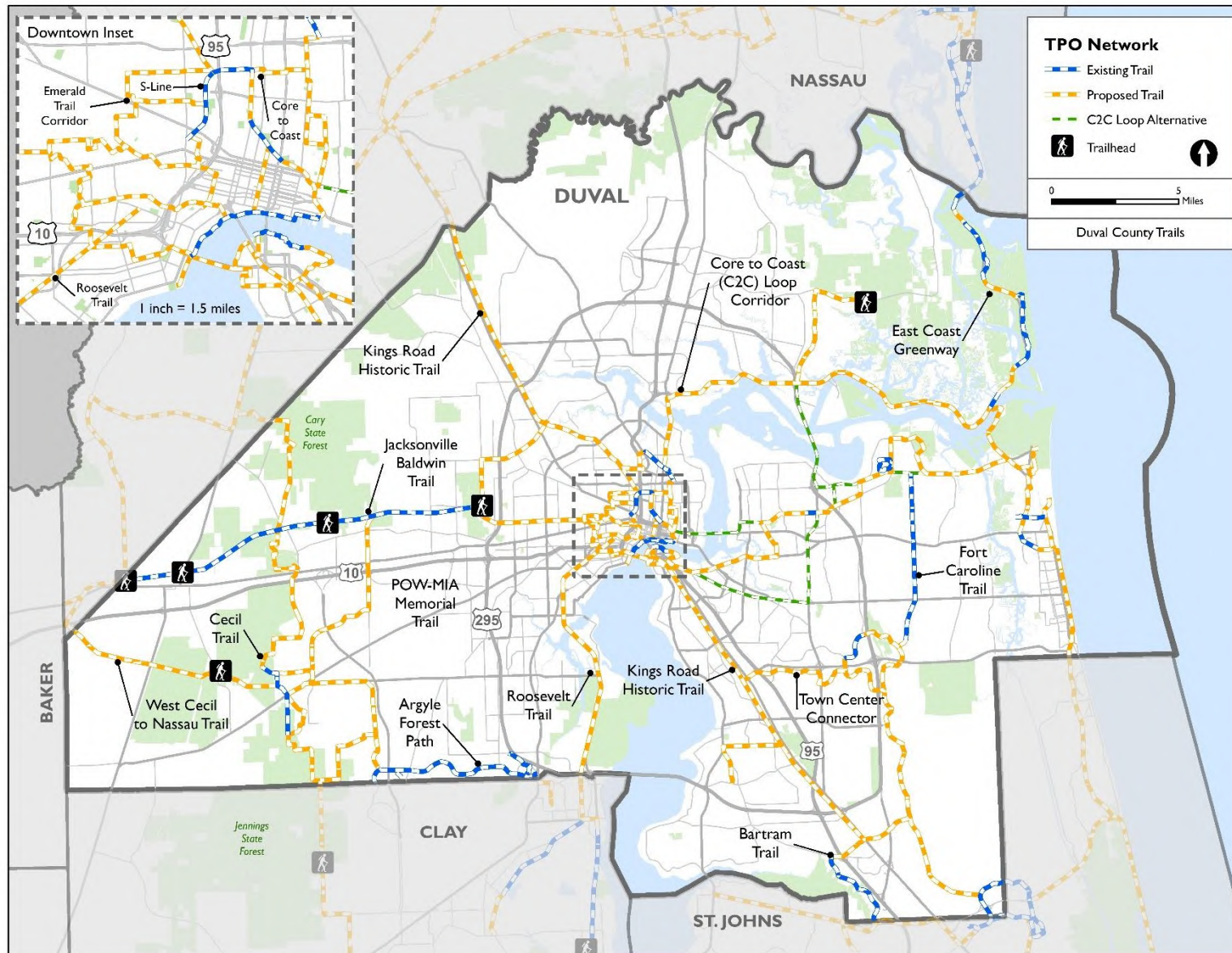
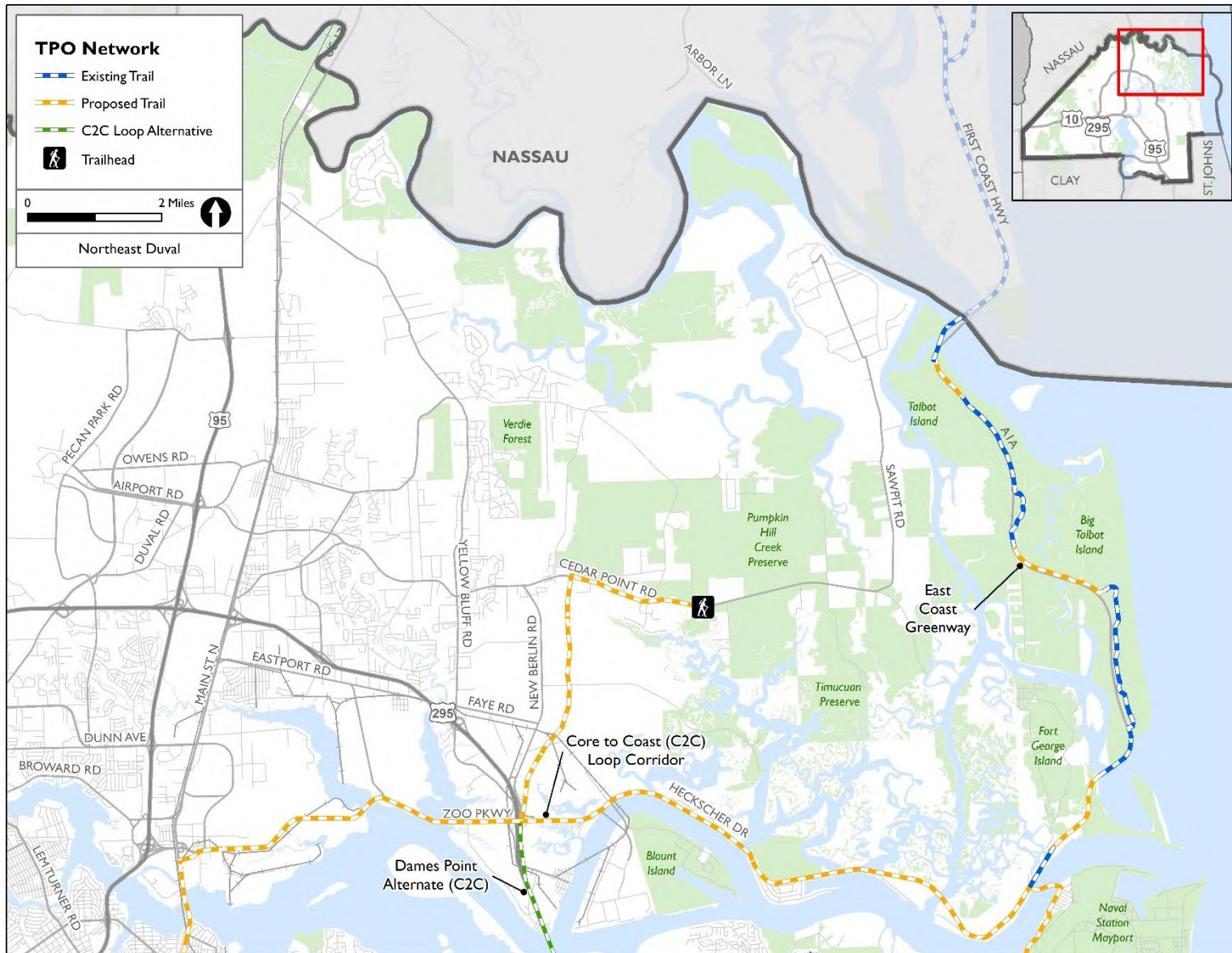


FIGURE 3-12 NORTHEAST DUVAL COUNTY

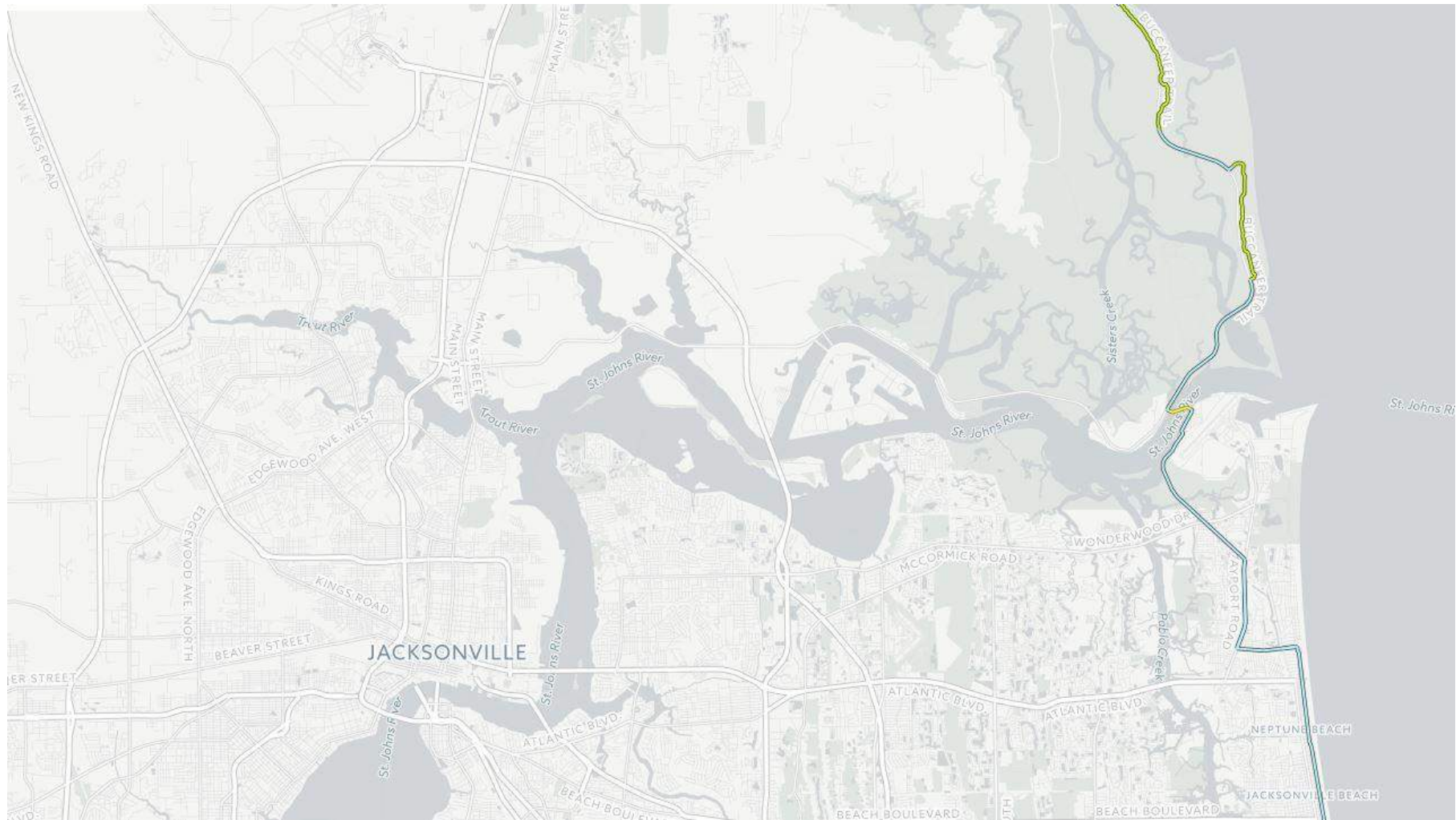


Core to Coast

Jacksonville's New Trail Plan for Biking from
Downtown to the Beach



Colin Moore, Grant Writer
City of Jacksonville, Florida



JACKSONVILLE

NEW KING'S ROAD

MAIN STREET

Trout River

MAIN STREET

St. Johns River

Trout River

St. Johns River

Sisters Creek

St. Johns River

PONCE DE LEON CREEK

PONCE DE LEON CREEK

St. Johns Ri

EDGEWOOD AVE. WEST

EDGEWOOD AVE. NORTH

KINGS ROAD

BEAVER STREET

MCCORMICK ROAD

WONDERWOOD DR

ER STREET

St. Johns River

St. Johns River

ATLANTIC BLVD.

BEACH BOULEVARD

ATLANTIC BLVD.

ATLANTIC BLVD.

Ponce de Leon Creek

AIRPORT ROAD

NEPTUNE BEACH

JACKSONVILLE BEACH

BEACH BOULEVARD

BEACH BOULEVARD

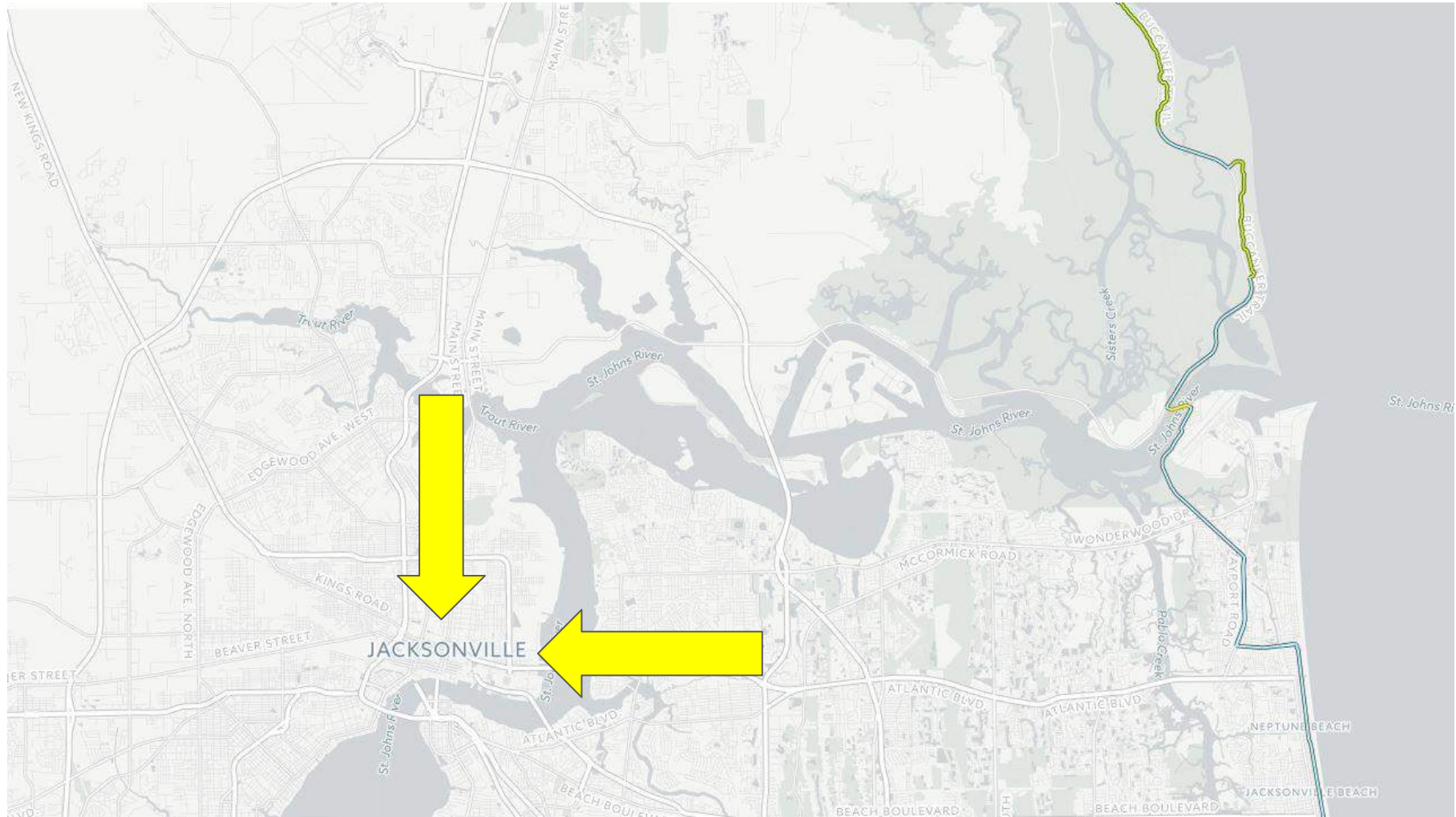












JACKSONVILLE

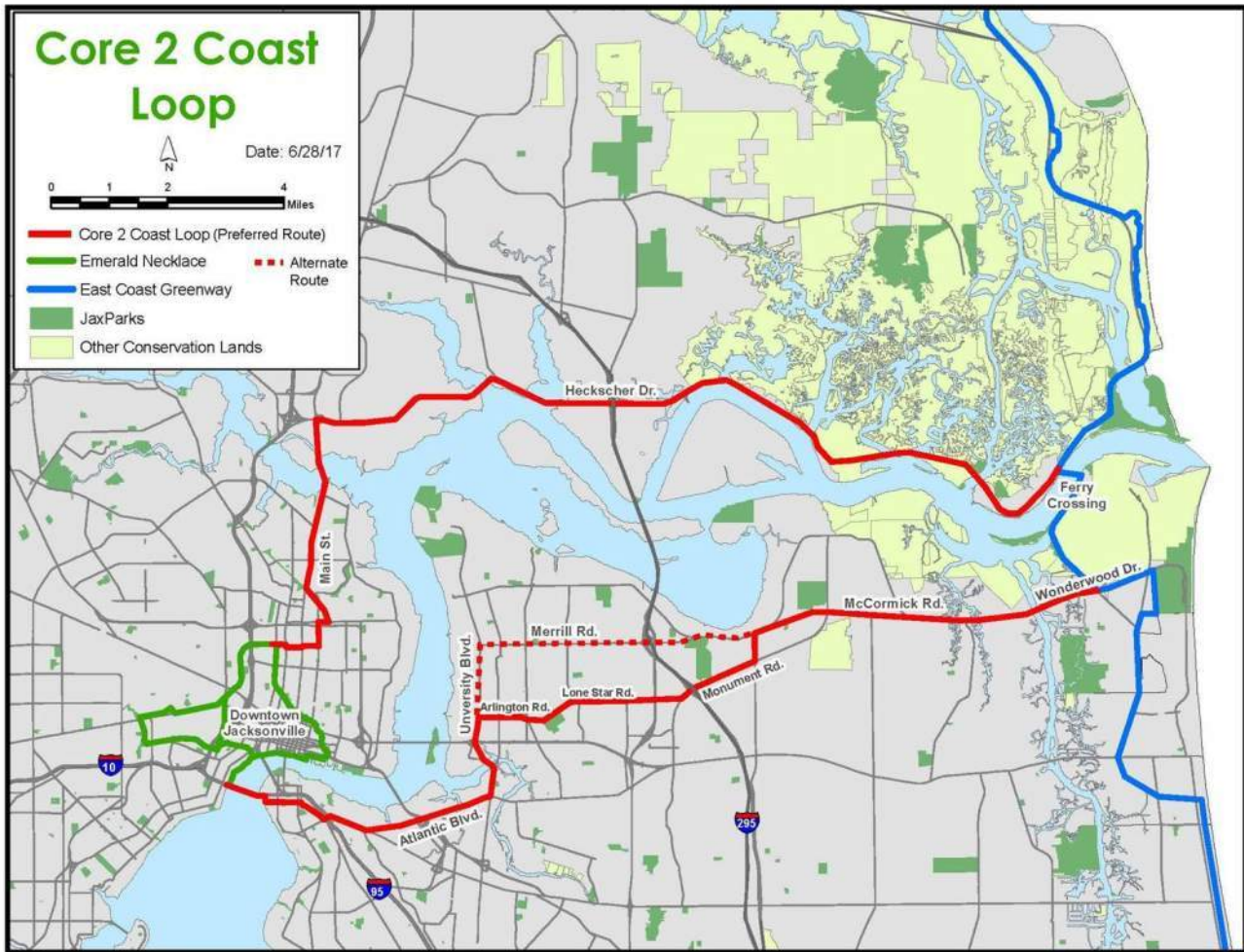


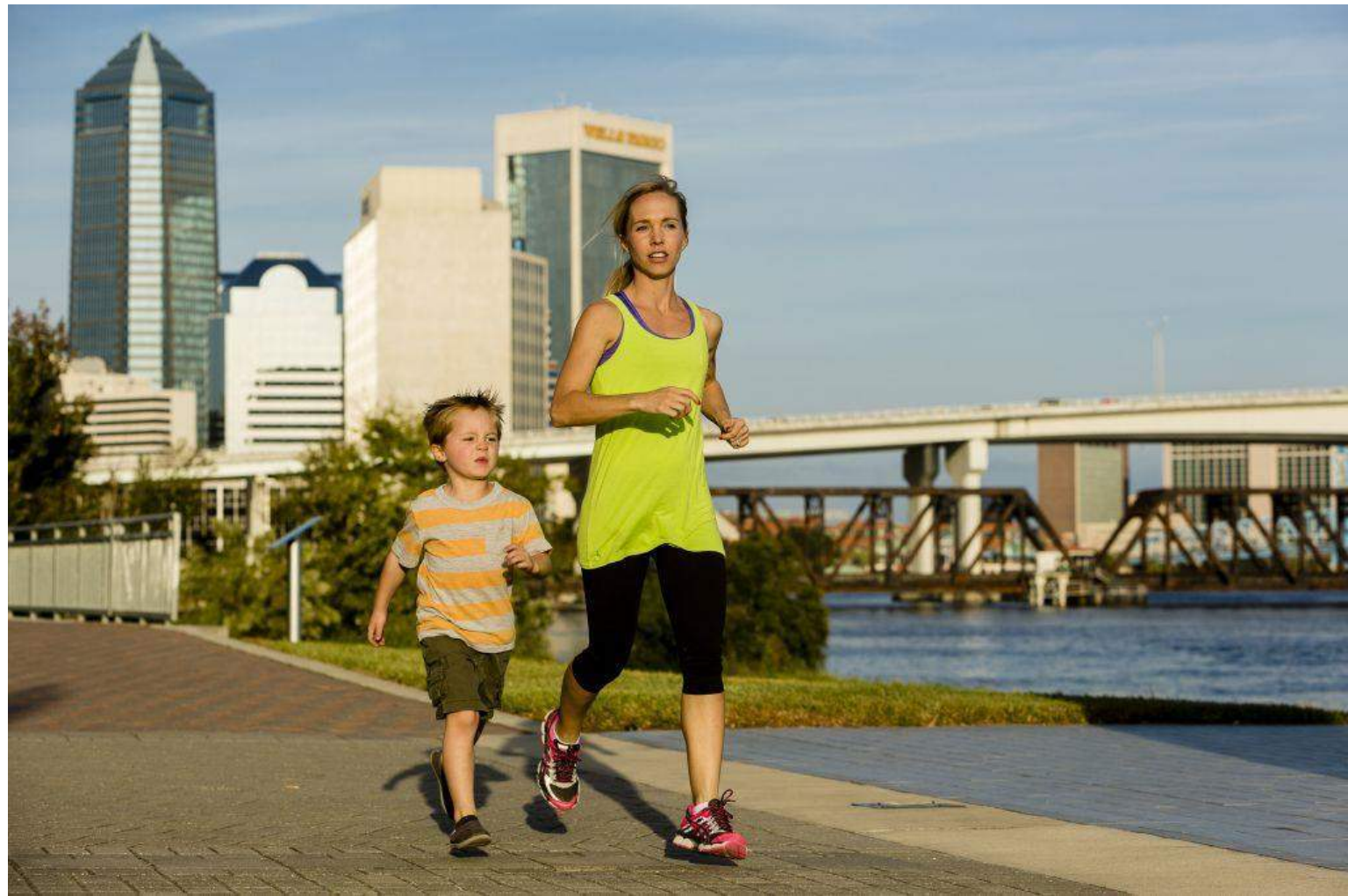
Core 2 Coast Loop

Date: 6/28/17



- Core 2 Coast Loop (Preferred Route)
- Emerald Necklace
- East Coast Greenway
- JaxParks
- Other Conservation Lands
- Alternate Route

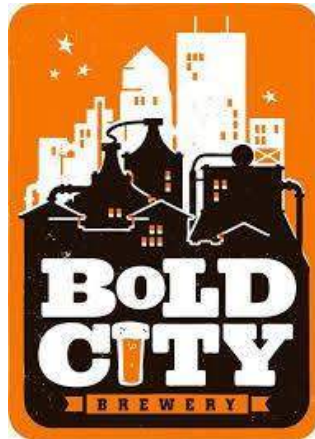












Downtown Jacksonville Recreation Trail Potential

Date: 6/12/17

Existing Greenways/Trails

OGT Opportunity Corridors

JaxParks



Potential Connection to East Coast Greenway - north of river option (conceptualized)

S-Line Rail Trail

S-Line Rail Trail

Hogan's Creek Greenway (partial construction 2016-17)

Potential Connection to Jax-Baldwin Rail Trail (conceptualized)

McCoy's Creek Greenway (PD&E complete)

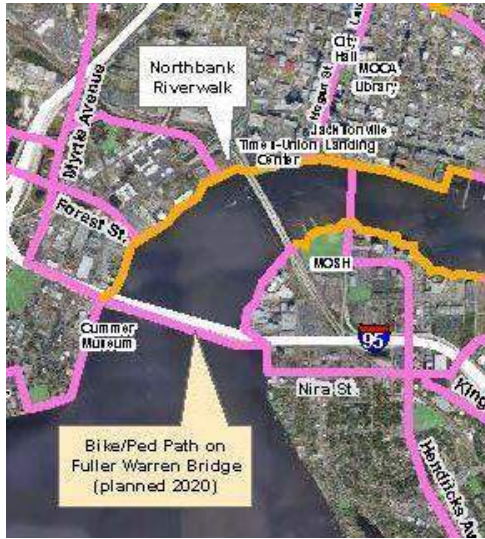
Northbank Riverwalk

Potential Connection to Riverside & Roosevelt Blvd. (conceptualized)

Bike/Ped Path on Fuller Warren Bridge (planned 2020)

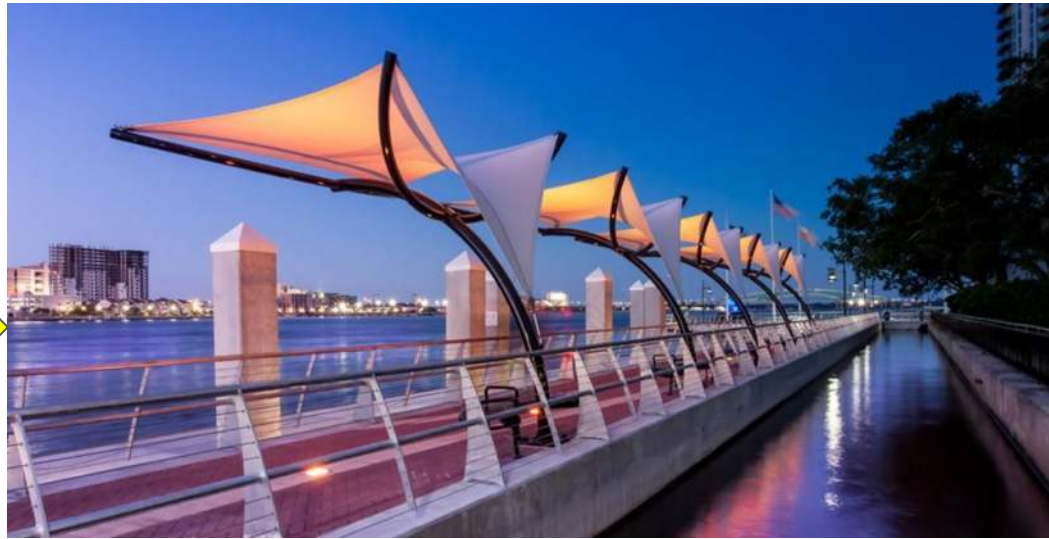
Potential Connection to East Coast Greenway - south of river option (conceptualized)







Bike/Ped Path on Fuller Warren Bridge (planned 2020)



Project Title	Children's Way/Sea Street Park Improvements	Project ID Number	20191102	Project Comp Date	2019
Project Location	Southbank/Sea Street	Project No.	20191102	Est. Number	1100
Department	Public Works	Reference No.		Code	1100
Program Area	Parks / Infrastructure / Transportation	ST No.		Capital	

Description of Work:
 This report is for the design and construction of a bridge and walking path on Children's Way from the Southbank terminal of the Fuller Warren railroad path to King Ave. Most of the path will be on the right side of Children's Way. It will be a 1.0 mile walking path that includes path lighting, benches, trees and art pieces, water fountains and walk for a wheelchair path. It will be on the right side of Children's Way. It will be a 1.0 mile walking path that includes path lighting, benches, trees and art pieces, water fountains and walk for a wheelchair path. It will be on the right side of Children's Way. It will be a 1.0 mile walking path that includes path lighting, benches, trees and art pieces, water fountains and walk for a wheelchair path.

Distribution:
 The construction of the Fuller Warren railroad path by 2021 creates an excellent opportunity to create high-quality landscaping and walking infrastructure on either side of the path, including a path improvement in the Southbank/Sea Street area.

Building Name	Total	FY 17-18	FY 18-19	FY 19-20	FY 20-21	Request
Capital Program Projects						
Sea Street/Forest	\$403,000	\$403,000	\$0	\$0	\$0	\$0
Sea St. Park	\$0	\$0	\$0	\$0	\$0	\$0
Forest St. Park	\$0	\$0	\$0	\$0	\$0	\$0
Construction - Forest Street	\$0	\$0	\$0	\$0	\$0	\$0
Forest St. Park	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$403,000	\$403,000	\$0	\$0	\$0	\$0
Operations / Project Phase						
Design and Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition and Site Prep	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Site Preparation and Landscaping	\$0	\$0	\$0	\$0	\$0	\$0
Sea Street Park	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0
Operating Budget Impact						
Personnel Expenses	\$0	\$0	\$0	\$0	\$0	\$0
Travel Expenses	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0
Supplies	\$0	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Materials	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0

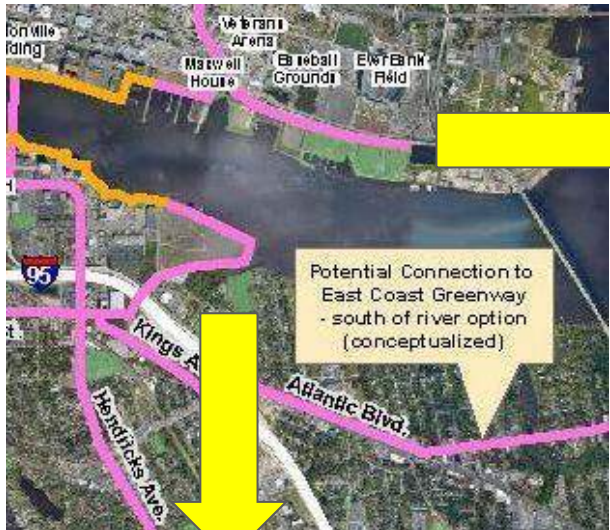


Project Title	Northbank Riverwalk Extension & Enhancements	Project ID Number	20191102	Project Comp Date	2019
Project Location	1001 Museum Circle	Project No.	20191102	Est. Number	1100
Department	Parks, Recreation & Community Services	Reference No.		Code	1100
Program Area	Parks / Preservation Land / Wetland	ST No.		Capital	

Description of Work:
 Design and construction to extend the Northbank Riverwalk to include amenities such as benches, lighting and other amenities.

Distribution:

Building Name	Total	FY 17-18	FY 18-19	FY 19-20	FY 20-21	Request
Capital Program Projects						
Northbank Riverwalk	\$6,000,000	\$6,000,000	\$0	\$0	\$0	\$0
Sea St. Park	\$0	\$0	\$0	\$0	\$0	\$0
Forest St. Park	\$0	\$0	\$0	\$0	\$0	\$0
Construction - Forest Street	\$0	\$0	\$0	\$0	\$0	\$0
Forest St. Park	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$6,000,000	\$6,000,000	\$0	\$0	\$0	\$0
Operations / Project Phase						
Design and Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition and Site Prep	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Site Preparation and Landscaping	\$0	\$0	\$0	\$0	\$0	\$0
Sea Street Park	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0
Operating Budget Impact						
Personnel Expenses	\$0	\$0	\$0	\$0	\$0	\$0
Travel Expenses	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0
Supplies	\$0	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Materials	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0

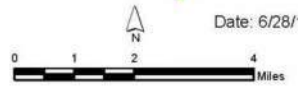


Potential Connection to East Coast Greenway - south of river option (conceptualized)

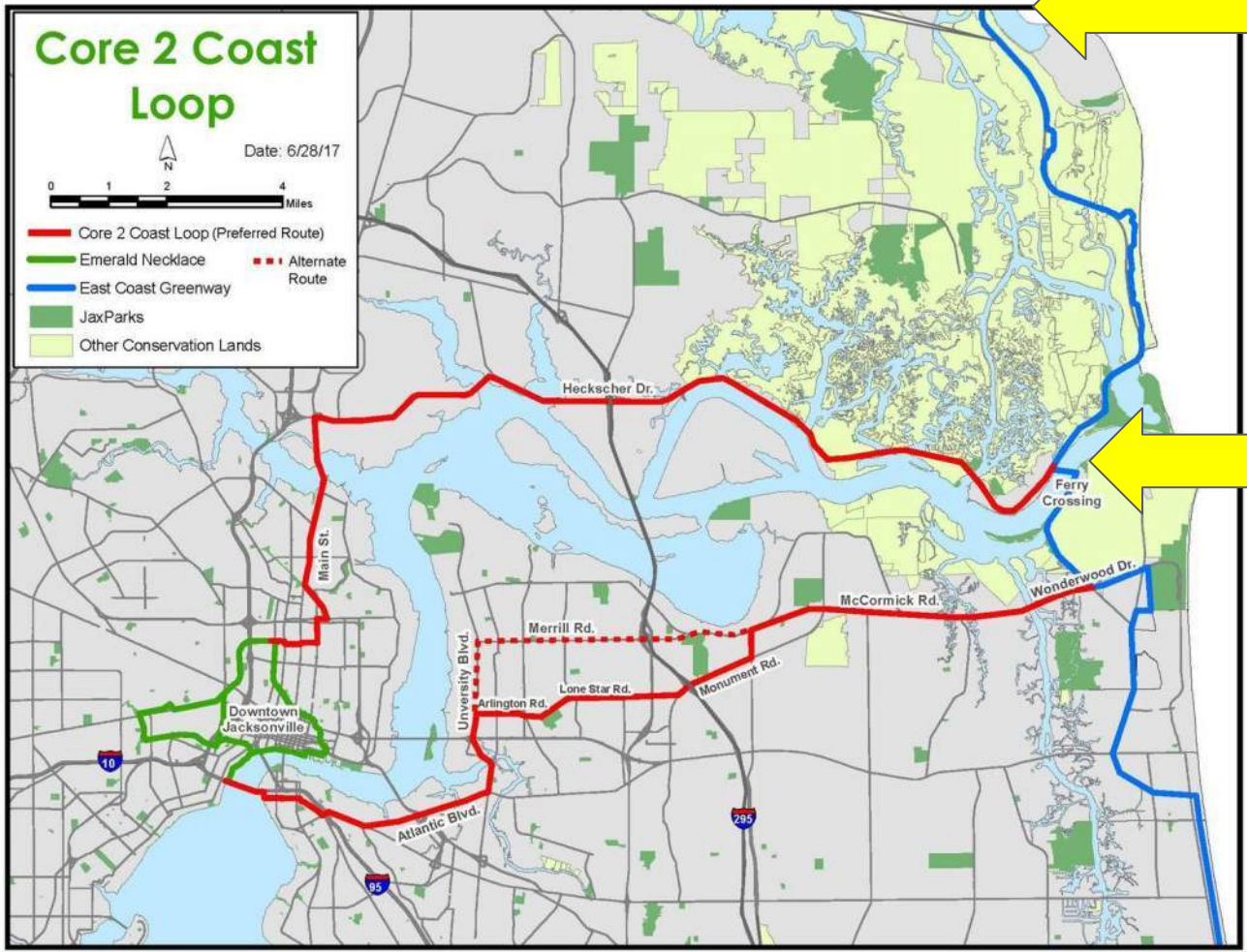


Core 2 Coast Loop

Date: 6/28/17

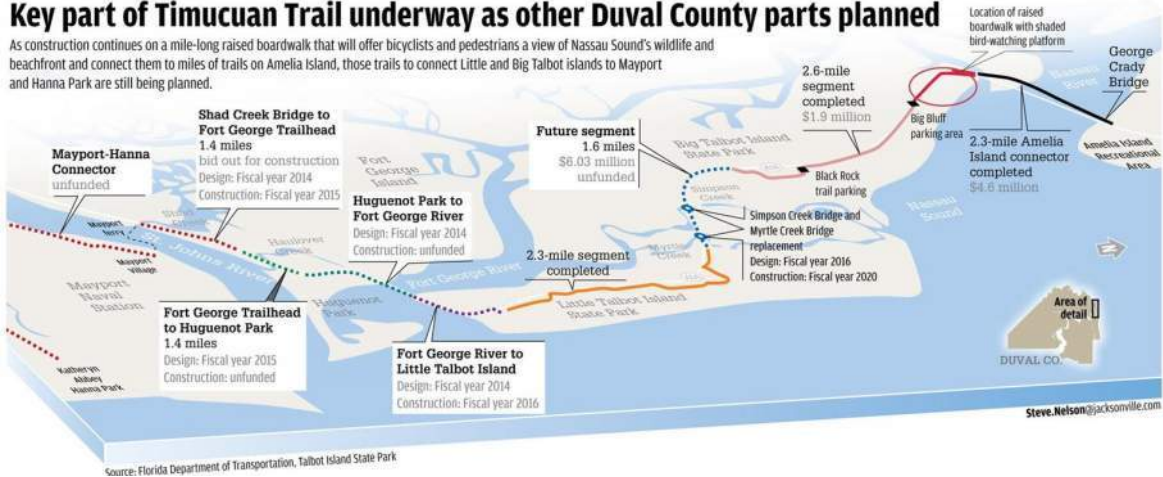


- Core 2 Coast Loop (Preferred Route)
- Emerald Necklace
- East Coast Greenway
- JaxParks
- Other Conservation Lands
- Alternate Route



Key part of Timucuan Trail underway as other Duval County parts planned

As construction continues on a mile-long raised boardwalk that will offer bicyclists and pedestrians a view of Nassau Sound's wildlife and beachfront and connect them to miles of trails on Amelia Island, those trails to connect Little and Big Talbot islands to Mayport and Hanna Park are still being planned.



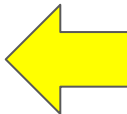
Shared Use Nonmotorized (SUN) Trail Program

Florida Department of Transportation
Systems Implementation Office



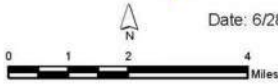
Regional Trail Systems and Individual Trail Projects Tentative Work Program- Fiscal Years 2017/2018 through 2020/2021

ID	Tier	FM#	District	County	Trail Name	Segment	Cost	Phase	Year
1	IND	4402821	3	Bay	Gayle's Trail, Panama City Beach	E. of Holiday Golf Course to Breakfast Point Subdivision	\$904,716	CON	2018
2	IND	4399262	3	Wakulla	CC25: Coastal Trail West: SR 30 (US 98) Coastal Hwy.	Tower Rd. to SR 61/US 319 (E. of Panacea)	\$4,500,000	CON	2020
3	IND	4403251	2	Gilchrist	Trenton to Newberry Rail Trail (Nature Coast State Trail Ext.)	Trenton Depot to Alachua Co. Line	\$350,000	PDE	2019
4	IND	4399341	2	Alachua	SR 24/Archer Road Multiuse Trail	SW 75th Ter. to SW 41st Blvd., Gainesville	\$2,012,038	CON	2020
5	IND	4356191	2	Duval	SR A1A/Timucuan	Little Talbot Island to Big Talbot Island	\$476,000	PE	2018
5	IND	4356191	2	Duval	SR A1A/Timucuan	Little Talbot Island to Big Talbot Island	\$1,480,901	CON	2020
6	IND	4340281	2	Duval	SR A1A/Timucuan Trail Bridge	Ft. George Trailhead to Huguenot Park	\$3,269,487	CON	2018

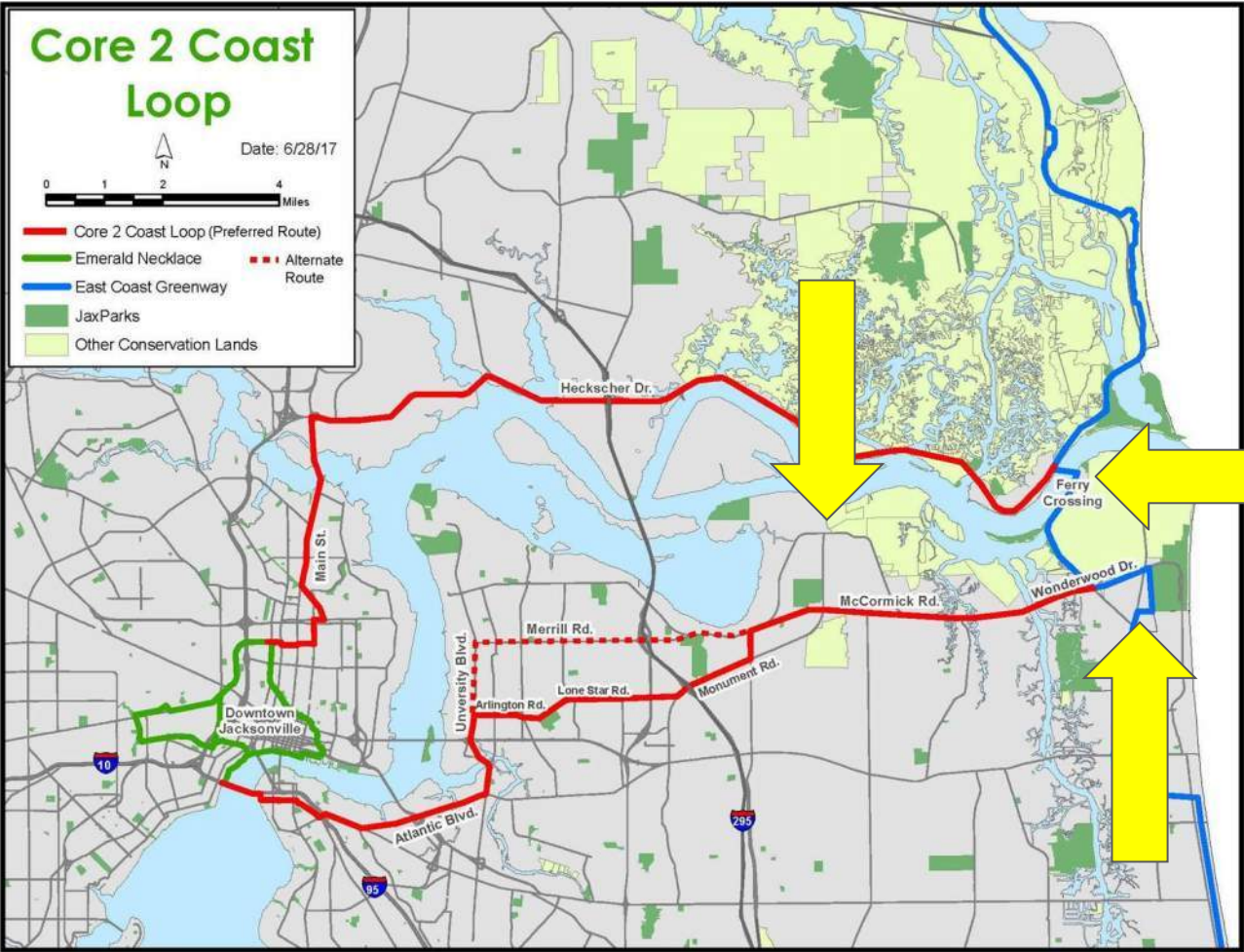


Core 2 Coast Loop

Date: 6/28/17



- Core 2 Coast Loop (Preferred Route)
- Emerald Necklace
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- JaxParks
- Other Conservation Lands
- Alternate Route





U.S. Department
of Transportation
**Federal Highway
Administration**

Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

SENT VIA ELECTRONIC CORRESPONDENCE

JUL - 6 2017

In Reply Refer to: HFPP-15

Mr. Colin Moore
Grants Writer
City of Jacksonville
214 N Hogan Street, 8th Floor
Jacksonville, FL 32202

Subject: Federal Lands Access Program (FLAP)
Timucuan Trail Study – Ft. Caroline Connector (FL 16)

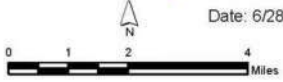
Dear Mr. Moore:

We are pleased to inform you that the project proposal for the Timucuan Trail Study – Ft. Caroline Connector (FL 16) submitted under the Federal Fiscal Year (FY) 2017-2020 FLAP call for projects, has been recommended for programming by the members of the Florida Programming Decisions Committee (PDC). This project is programmed for the full amount requested with delivery by the City of Jacksonville and Stewardship and Oversight responsibilities conducted by the Florida Department of Transportation in FY 2018.

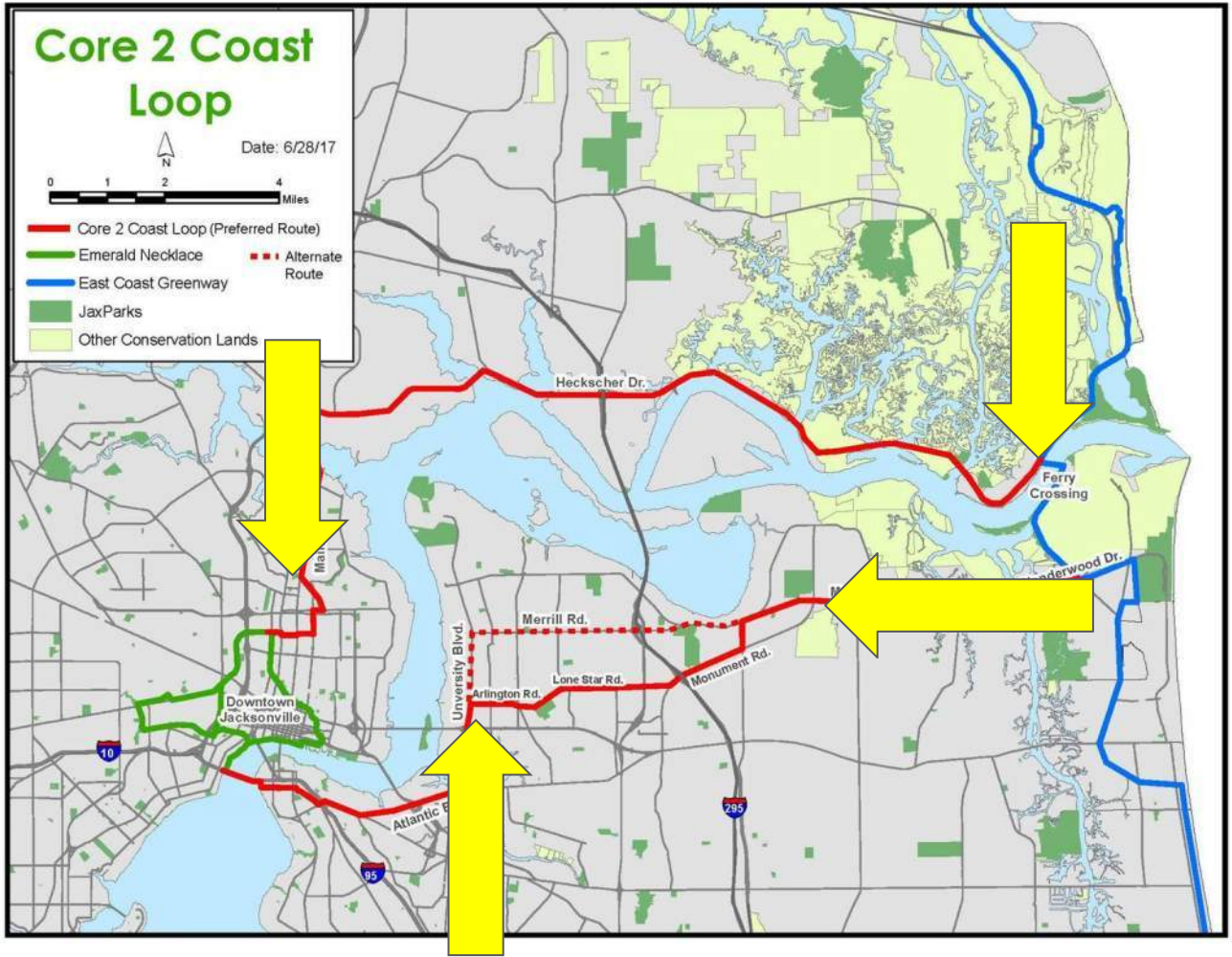


Core 2 Coast Loop

Date: 6/28/17



- Core 2 Coast Loop (Preferred Route)
- Emerald Necklace
- East Coast Greenway
- JaxParks
- Other Conservation Lands
- Alternate Route





Florida Department of Transportation



JACKSONVILLE
TRANSPORTATION
AUTHORITY



GROUNDWORK
JACKSONVILLE



LORI N. BOYER
Council Member, District 5
Office (904) 630-1382
Fax (904) 630-2906
E-Mail: lboyer@co.net

OFFICE OF THE CITY COUNCIL

117 West Duval Street
City Hall, Suite 425
Jacksonville, FL 32202

TDD: (904) 630-1580

Activating our Waterways and Waterfront Meeting
August 3, 2017

AGENDA

- | | |
|--|-----------------|
| 1. Welcome and Opening Remarks – Council President Boyer | 3:00pm – 3:30pm |
| a. What we have accomplished together | |
| 2. Vision for new park experiences – Daryl Joseph | 3:30pm – 3:40pm |
| 3. East Coast Greenway & Core 2 Coast – Brian Burket | 3:40pm – 3:50pm |
| 4. Beach Updates | 3:50pm – 4:25pm |
| a. Atlantic Beach – Mayor Mitch Reeves | |
| b. Neptune Beach – Mayor Elaine Brown | |
| i. A1A Scenic Byway and multi-use trails | |
| c. Jacksonville Beach – Mayor Charlie Latham & Council Member Bill Gulliford | |
| i. Jacksonville Beach pier update | |
| ii. Beach nourishment | |

1 Introduced by Council Member Boyer:
2
3

4 **RESOLUTION 2017-**

5 A RESOLUTION SUPPORTING A REQUEST TO THE EAST
6 COAST GREENWAY ALLIANCE TO CONSIDER REFINING
7 THE IDENTIFIED SPINE ROUTE OF THE EAST COAST
8 GREENWAY TO ADD THE CORE CITY OF JACKSONVILLE
9 TO COAST LOOP TRAIL ROUTE, WHICH WOULD CONNECT
10 THE EAST COAST GREENWAY TO DOWNTOWN
11 JACKSONVILLE; PROVIDING AN EFFECTIVE DATE.

12
13 **WHEREAS**, the East Coast Greenway is a proposed 3000-mile,
14 shared-use pathway that will pass through Duval County to connect
15 cities along the eastern seaboard from Calais, Maine to Key West,
16 Florida; and

17 **WHEREAS**, the Greenway, considered the "urban equivalent of the
18 Appalachian Trail", will pass through sites showcasing the nation's
19 industrial, historic, and cultural diversity; and

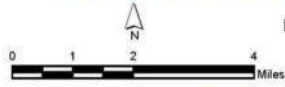
20 **WHEREAS**, the Greenway will spur the building of a network of
21 pedestrian and bicycling greenways through the State of Florida, a
22 goal supported by the City of Jacksonville; and

23 **WHEREAS**, the Greenway will serve bicyclists, walkers,
24 equestrians, the physically challenged, and other non-motorized
25 users, both local residents and long distance travelers; and

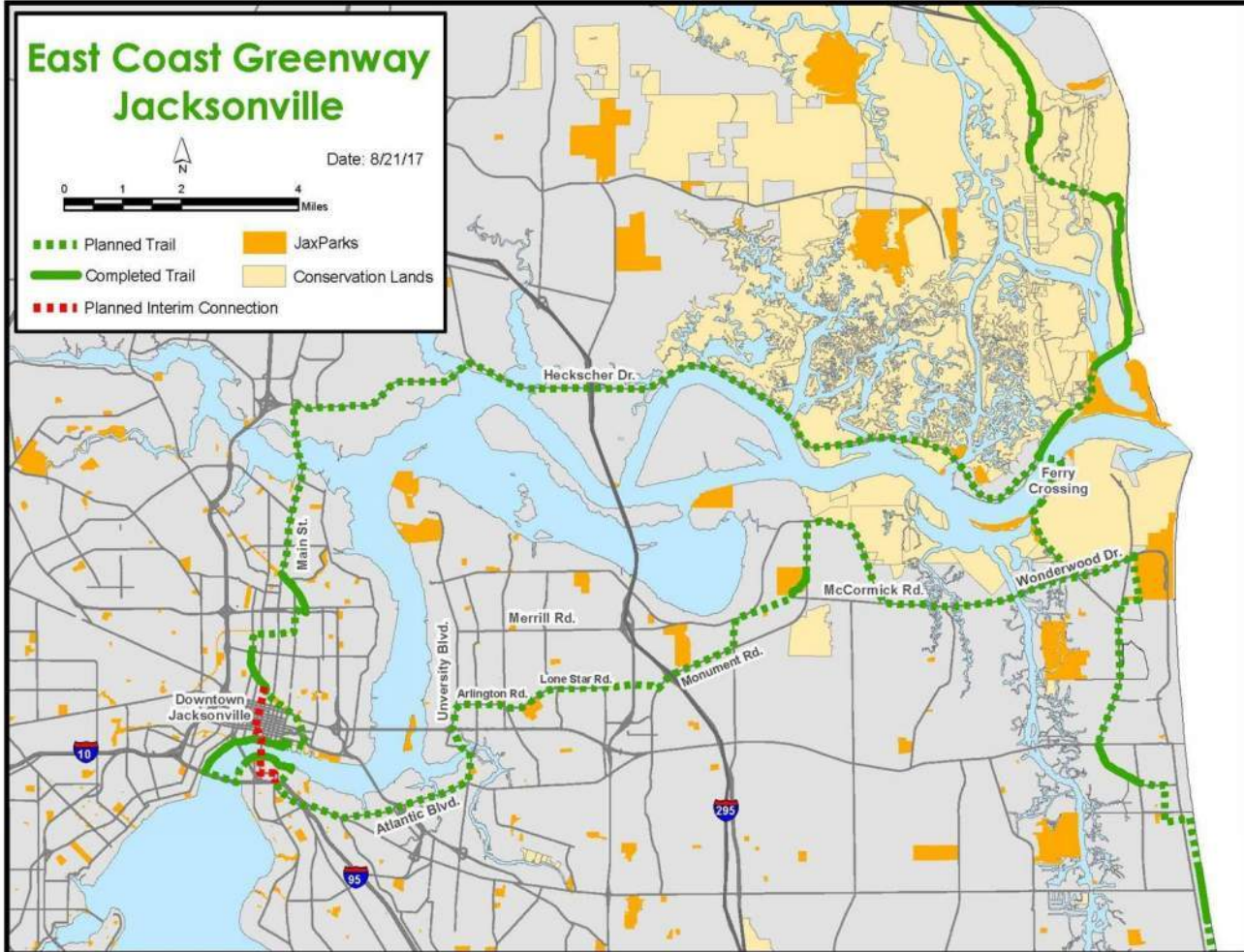


East Coast Greenway Jacksonville

Date: 8/21/17



- Planned Trail (dotted green line)
- Completed Trail (solid green line)
- Planned Interim Connection (dotted red line)
- JaxParks (orange shaded area)
- Conservation Lands (light yellow shaded area)





visit
Jacksonville
and the Beaches



Colin Moore
Office of Grants and Compliance
City of Jacksonville, Florida
ColinM@coj.net

Appendix M:

City of Jacksonville's Tredinick Parkway Study

INTERSECTION SAFETY STUDY

Monument Road @ Tredinick Parkway
Duval County

Prepared for:

CITY OF JACKSONVILLE PUBLIC WORKS TRAFFIC ENGINEERING DIVISION

1007 Superior Street
Jacksonville, Florida 32254

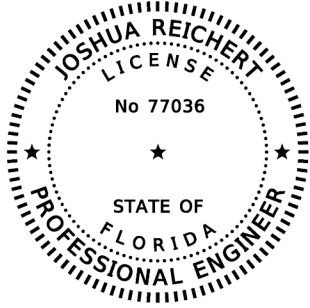


City of Jacksonville Traffic Engineering Services Contract
Contract No.: 10252
Metric Project No.: 4.2320.01
Task Work Order: 01

Prepared by:
Metric Engineering, Inc.
615 Crescent Executive Court, Suite 524
Lake Mary, Florida 32746

September 11, 2018

Professional Engineer: Joshua Reichert
P.E. Number: 77036



Digitally signed by Joshua Reichert
Date: 2018.09.13 08:21:57 -04'00'

This item has been digitally signed and sealed by Joshua Reichert on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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Appendices

Appendix A: Collision Summaries

Appendix B: 24 Hour Counts

Appendix C: 8 Hour TMC

Appendix D: Cost Estimate, Benefit/Cost, Net Present Value, & CMFs

Appendix E: Existing Timings and Clearance Calculations

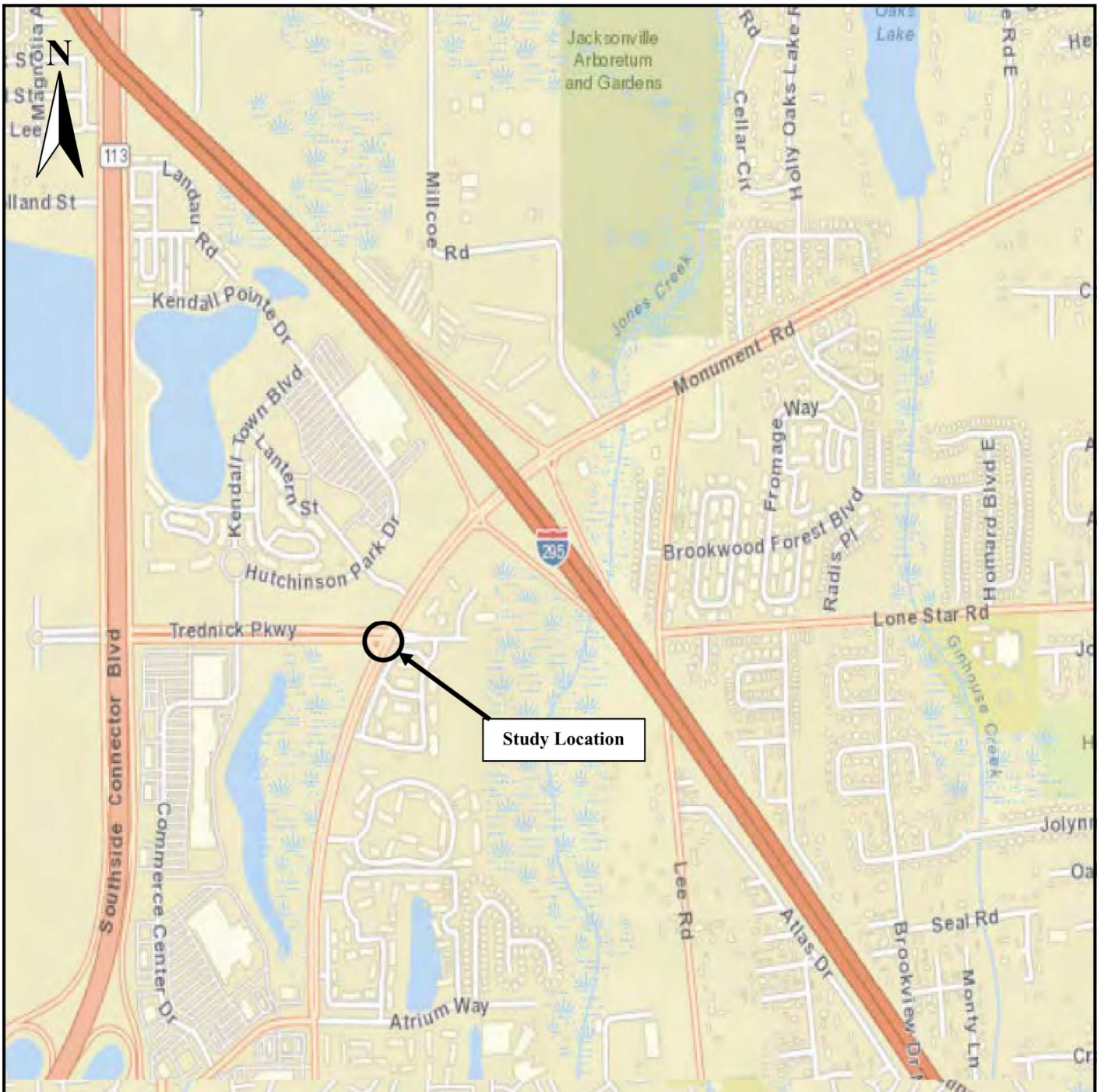
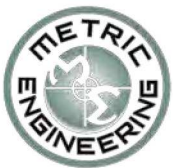


Figure 1: Study Location Map

Monument Road at Tredinick Parkway



Executive Summary

The City of Jacksonville has retained Metric Engineering Inc. to perform a Qualitative Assessment at the intersection of Monument Road and Tredinick Parkway in Duval County, Florida. This review is part of the City of Jacksonville's effort to reduce crashes at city intersections that are experiencing high numbers of crashes. This intersection has experienced 110 crashes during the last five years, including 44 angle, 30 left turn and 25 rear end crashes. The proposals below are expected to reduce the total number of crashes by at least 15%.

Proposal 1: Update Signal Clearance Intervals

This proposal is expected to cost **\$300**. The benefit/cost ratio is calculated as **967.91**. The net present value (NPV) calculated is **\$1,326,199.03**. This results in an expected reduction of 8 crashes over five years.

Proposal 2: Retroreflective Signal Head Backplates

This proposal has an estimated cost of **\$4,050.00**. The benefit/cost ratio calculated is **393.00**. The net present value (NPV) calculated is **\$2,192,529.36**. This results in an expected reduction of approximately 12 crashes over five years.

Proposal 3: Improving Angle of Channelized Right Turn Lane

The estimated cost of this proposal is **\$34,059.90**. The benefit/cost ratio calculated is **32.68**. The net present value (NPV) calculated is **\$944,186.88**. This results in an expected reduction of approximately 4 crashes over five years.

Proposal 4: Combination of All 3 Proposals

The estimated cost of this proposal is **\$33,666.10** and the B/C ratio calculated is **143.43**. The NPV calculated is **\$4,800,577.20**. This results in an expected reduction of approximately 17 crashes over five years.

Subsequent complaints regarding the movement of vehicles out of Lantern Street and across the southbound lanes of Monument Road into the left turn lane of Monument dictated a follow-up analysis between the draft submittal and final submittal of this report. Crash data was analyzed and alternatives considered, but it is recommended to take no additional action at this time. The location should be watched to ensure crash trends associated with this movement do not develop in the future.

Qualitative Assessment

The City of Jacksonville has retained Metric Engineering Inc. to perform a qualitative assessment for the intersection of Monument Road and Tredinick Parkway in Duval County, Florida. This intersection is located on Monument Road approximately 0.3 miles south of Interstate 295. The analysis methods used in conducting this study are consistent with those set forth in the Manual on Uniform Traffic Control Devices (MUTCD) and the Manual on Uniform Traffic Studies (MUTS). A crash analysis was performed, and found that this intersection has experienced 110 crashes during the last five years, including 44 angle, 30 left turn and 25 rear end crashes. Due to the predominance of angle and left turn collisions, injury crashes have occurred at the intersection: 36 total injury crashes with 54 injuries.

A professional engineer observed the intersection of Monument Road and Tredinick Parkway to assess existing operating conditions and to determine improvements that will correct and reduce the amount and severity of collisions occurring within the influence area of the intersection. This 4-leg signalized intersection has a unique overhead span structure that holds the signal heads. This structure stretches from the northwest corner to the southeast corner of the intersection. The southeast corner is also where the signal cabinet is located. The signal phasing consists of northbound and southbound through movements with leading protective left turns (protective only). A “No U-turns” sign was located on the span structure facing the southbound left turn lane, but has been recently removed. The signal phasing for both the westbound and eastbound directions shares the same convention as for the northbound-southbound movements, although the westbound approach has low traffic volumes. The southbound right turn has a green arrow that overlaps with the eastbound protected left turns (the eastbound approach has a “No U-turns” sign posted in the median at the intersection). There are crosswalks across each approach to the intersection, accompanied with non-countdown pedestrian signal heads. The eastbound and westbound right turn movements have slip lanes; the crosswalks from the “pork chop islands” created by the slip lanes and the corners of the intersection are uncontrolled and do not have special emphasis markings.

The north-south roadway, Monument Road, is an urban 4-lane divided arterial facility with a landscaped median, curb and gutter, and 4-foot bike lanes. The through lanes for both northbound and southbound directions vary from 10.5-12 feet in width. The southbound approach develops

two 12-foot wide right turn lanes with a bicycle keyhole lane present, as well as a 11-foot wide left turn lane. The innermost of the two right turn lanes could be considered a continuous right turn lane, as it develops just past the intersection with I-295, almost 1,000 feet away from the intersection. The southbound approach has a signal for each of the three turn lanes; historical evidence shows that the signal head placement has been updated since July 2016 to provide a signal per approach lane. The northbound approach develops a single left turn lane and has a signal head per lane. The speed limit for both approaches is 45 MPH.

The eastbound approach of Tredinick Parkway is also an urban 6-lane divided arterial facility with a landscaped median of 15 feet, 2' curb and gutter, and a 5-foot bike lane. This road serves as a connector between the limited-access Southside Connector (SR 113) and Monument Road. It also serves the commercial area of Regency, which includes several big-box retail stores, including a Walmart. It has dual left turn lanes, a single through lane, and a right turn lane in advance of the intersection. There is a bicycle keyhole lane present between the through lane and right turn lane. The posted speed limit is 40 MPH. The westbound approach is a two-lane divided roadway with a concrete separator as a median. There is no posted speed limit, likely due to the short nature of this roadway (600 feet). This road only serves the adjacent Gate gas station, Ruby Tuesday restaurant, and a Hampton Inn hotel. There are no bike lanes along the westbound approach. Both the eastbound and westbound left turn lanes are 11.5 feet. There was not a monitoring site for this location to retrieve the AADT. However, a 24-hour count was performed in November of 2016 which revealed 36,284 total entering vehicles. 27,301 (75%) of these vehicles entered via the north-south approaches. The left turns off eastbound Tredinick accounted for much of the remaining movements. The 24-hour traffic counts can be found in Appendix B.

The intersection of Monument Road and Tredinick Parkway occurs at a skew with an approximate angle of 120 degrees. The intersection occurs in the middle of a soft horizontal curve of 1.5 degrees along Monument. However, the adequate safe stopping distance of 360 feet for each approach along Monument is exceeded. There are no sight distance obstructions for either of the approaches along Tredinick Parkway. All approaches to the intersection have conventional street lighting on both sides of the roadway, and there are street lights on every corner of the intersection itself. The pavement, signing, and markings in this intersection are in fair to good condition.

This intersection exhibits the characteristic traits of one surrounded by retail attractors. The overall

traffic volumes stayed high between the AM and PM peaks, and steadily rose throughout the PM peak period. Eight-hour vehicle turning movement and pedestrian counts were performed at the intersection from 6:30 – 9:30 a.m., 12:30 - 2:30 p.m. and 3:30 - 6:30 p.m. The count volumes were made up mostly of four main movements: southbound throughs, northbound throughs, eastbound left turns, and southbound right turns. Interstate 295 is located less than a mile north of the intersection and has an obvious effect on the traffic movement and volumes. Traffic peaked between 5:15 and 5:30, with 826 vehicles entering the intersection. The bicycle and pedestrian volumes were not high. Throughout the entire 8-hour count period, 39 pedestrians and 22 bicycle crossings occurred at the intersection. Although the bicycle crossings were distributed evenly across the intersection, 2/3 of the pedestrian crossings mainly occurred across the westbound approach. The results of the 8-hour turning movement counts are summarized in Appendix C.

The Engineer performed peak period reviews of the intersection. Immediately notable was the size of the intersection. Due to the skew, amount of approach lanes, and medians, the intersection is large, necessitating longer clearance times for the movements, particularly the left turns off eastbound Tredinick Parkway. Access management practices have been applied to both roadways entering the intersection – the adjacent business do not each have driveway connections within the influence area of the intersection.

There is an access road, Lantern Street, that intersects with southbound Monument Road approximately 250 feet north of the study intersection. Lantern Street is right in, right out only, and develops an added right turn lane heading towards Tredinick Parkway (this becomes the outer of the two right turn lanes). Although there is an added lane from Lantern Street, it is still stop-controlled. Numerous vehicles were observed maneuvering out of this side road and across all southbound lanes of Monument to perform a U-turn at the light. This was reflected in the 8-hour turning movement counts, which recorded 299 total southbound U-turns. It should be noted that this movement creates many conflict points with southbound traffic.

Throughout both peak reviews, the southbound to westbound right turn movements were consistently high. This movement shares an overlapping green right arrow with the eastbound left turns off Tredinick, Parkway so it is mostly unrestricted. Drivers were observed taking the turn very fast, and many were seen not staying within their lane. Many of these motorists also failed to yield to pedestrians trying to cross the west leg of the intersection under a pedestrian walk signal.

The presence of the right turn green phase presents a unique challenge to this intersection. The presence of the horizontal curve (to the left as the motorist heads southbound) causes the two green right turn arrows to line up with the through lanes and creates an illusion that the driver has a green light, when in fact only the right turns may have the green. This is particularly notable at night, when other clues to help the driver discern the intersection characteristics are hidden by darkness. It should also be noted that due to the setup of the unique overhead signal span structure, motorists on all approaches are able to glimpse the signal lighting from opposing directions, which could lead to confusion over what signal color is intended for their movement.

During the PM peak, speeding and aggressive driving were more noticeable. For example, drivers were observed running the red light for the eastbound left turns. A utility van was seen making a southbound right turn from the outside through lane around queued right turn traffic in both right turn lanes. This resulted in the driver almost impacting a bicyclist who was crossing the approach under a walk signal. This intersection has not yet been updated with countdown pedestrian signal heads.

Table 1: Maximum Left Turn Queue

Movement	AM		PM	
	Avg Queue	Max Queue	Avg Queue	Max Queue
EB Left	4	7	11	20
WB Left	1	3	1	2
NB Left	1	3	5	8
SB Left	1	3	5	9

The existing signal timings were observed to be adequate to clear the overwhelming majority of queued traffic for all movements during both peak periods. The only unmet demand observed was the eastbound left turn queues during their peak around 5:30 PM. This movement was very high for a short amount of time. A review of the existing signal timings found that the clearance intervals have not been updated to the newest standards. The intersection of Monument and Tredinick is not signal coordinated with other intersections.

A review of the signal clearance times was completed with the existing timings shown in **Table 2** below:

Table 2: Existing Signal Timing

CITY OF JACKSONVILLE TRAFFIC SIGNAL TIMING								
Intersection : Monument Rd at Tredinick Parkway					Node :		Address:	
Equipment :					Date :			
Existing Timing								
Phase	1	2	3	4	5	6	7	8
Direction	NBL	SB	EBL	WB	SBL	NB	WBL	EB
Min Green (sec)	4	18	4	6	4	18	4	18
Vehicle Gap (sec)	3	2.5	3	3	3	2.5	3	2.5
Max Green 1 (sec)	20	90	30	30	20	90	20	90
Max Green 2 (sec)	15	50	15	30	10	50	15	50
Yellow (sec)	4	4.5	4	4	4	4.5	4	4.5
All-Red (sec)	1	1	1	1	1	1	1	1
Walk (sec)		7		7		7		7
Flash Don't Walk (sec)		16		21		16		16
Recall/Memory								
Detector Delay (sec)								
Dual Entry								
Overlap								
Flash								
Speed (mph)	45*	45	40*	40	45*	45	40*	40
Crossing Distance (ft)		85		108		75		94
Clearance Distance (ft)	80	113	152	117	98	118	140	127

A review of the existing yellow, red, and pedestrian clearances based on the Florida TEM (Traffic Engineering Manual) indicates a number of these the intervals should be modified as noted in the table on the next page. The posted speed limit at the bottom of each table for the associated movement was used to calculate clearances. The standard practice of applying 25 MPH was used to calculate the left turn movement red clearances; proposed yellow change intervals were taken from Table 3.6-1 of the TEM. See proposed all-red intervals shown in **Table 3** on the following page:

Table 3: Proposed Signal Timing Changes

CITY OF JACKSONVILLE TRAFFIC SIGNAL TIMING								
Intersection : Monument Rd at Tredinick Parkway				Node :		Address:		
Equipment :				Date :				
Proposed Timing								
Phase	1	2	3	4	5	6	7	8
Direction	NBL	SB	EBL	WB	SBL	NB	WBL	EB
Min Green (sec)	4	6	4	18	4	6	4	18
Vehicle Gap (sec)	3	3	3	2.5	3	3	3	2.5
Max Green 1 (sec)	30	30	20	90	20	30	20	90
Max Green 2 (sec)	15	30	15	50	15	30	15	50
Yellow (sec)	4.8	4.8	4.4	4.4	4.8	4.8	4.4	4.4
All-Red (sec)	2	2	3.7	2	2.2	2	3.4	2
Walk (sec)		7		7		7		7
Flash Don't Walk (sec)		25		31		22		27
Recall/Memory								
Detector Delay (sec)								
Dual Entry								
Overlap								
Flash								
Speed (mph)	45*	45	40*	40	45*	45	40*	40
Crossing Distance (ft)		85		108		75		94
Clearance Distance (ft)	80	133	152	117	98	118	140	127
*Red Clearances for turning movements were calculated using 25 MPH as opposed to the posted speed limits								

Based on the prior collision history, it is recommended to update the existing yellow and all red clearance times to reduce intersection collisions. Although there are no existing pedestrian or bicycle crashes, it is also recommended to update the pedestrian clearance times simultaneously with the yellow and all red times. In addition to this, countdown pedestrian signal heads can be installed at the intersection. More information on the existing signal timings and the calculations performed can be found in Appendix E.

Due to a citizen complaint that arose between the draft and final submittals of this study, Metric Engineering, Inc. was asked by the City of Jacksonville to perform a more detailed analysis of the intersection of Lantern Street and Monument Road, which is located approximately 300' north of the intersection of Monument Road and Tredinick Parkway. This consisted of an analysis of

updated crash data specifically related to the section of southbound Monument Road between Lantern Street and Tredinick Parkway.

The movement of concern is related to motorists exiting Lantern Street onto southbound Monument Road, who merge across all lanes of southbound traffic to reach the left turn lane at Tredinick Parkway to take a left and head north on Monument Road. This movement was historically restricted via a R3-4 “No U-Turns” sign for the southbound left turns. However, this restriction was removed in July of 2016 when the signals were reconfigured to make the respective southbound left turn movement protected-only.

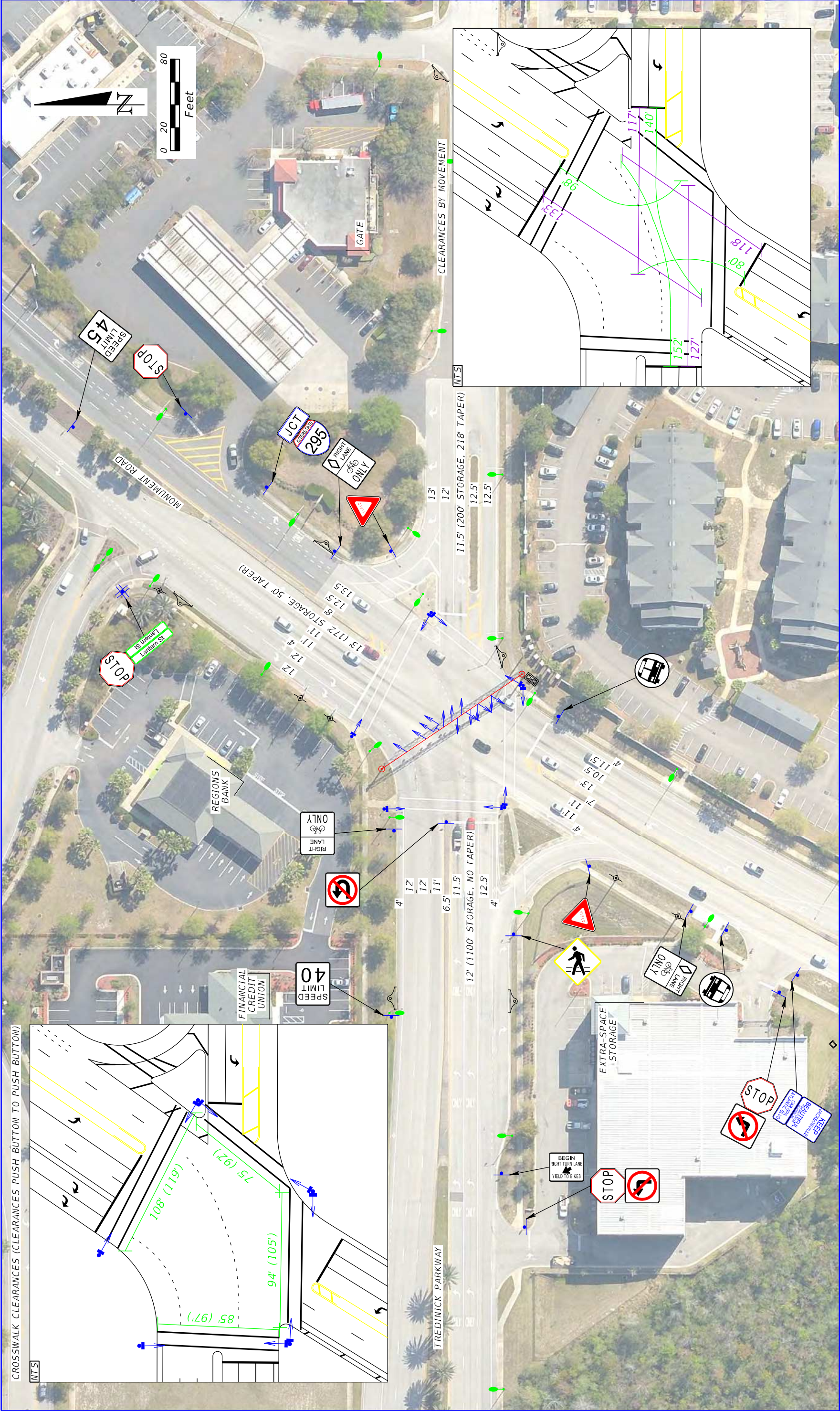
The crash data for 2017 showed that there were 3 crashes coded as “right turn”, which is equivalent to the angle crashes that had occurred the previous years. As shown in the table below, crashes associated with drivers exiting Lantern Street did increase in 2017. However, not enough time has passed since the removal of the U-turn restriction to determine if the increase in crashes is a trend or an anomaly.

	2012	2013	2014	2015	2016	2017	Average
Angle Crashes	1	0	1	1	2	3	1.33
Sideswipes	1	0	0	0	0	0	0.17
Total Crashes	2	0	1	1	2	3	1.5

A field review found that the existing geometry of Lantern Street at Monument Road represents the configuration of a slip lane, which is typically only used in situations where drivers are performing a right-hand turn. Even then, the angle at which the slip lane enters the receiving lane may sometimes cause difficulty for drivers trying to see conflicting traffic coming from their left. In the situation of Lantern Street, many drivers do not wish to simply turn right, as the closest two lanes are right turn lanes onto Tredinick Parkway. The motorists want to either continue south on Monument Road or merge all the way over to the adjacent left turn lane on Monument Road. The current geometry does not lend itself to this movement. As such, the field reviews found that this movement was awkward, and close calls were observed between the southbound Monument Road traffic and those motorists trying to merge onto or through Monument Road from Lantern Street.

As part of the main Monument Road at Tredinick Parkway study, a recommendation was to rebuild the terminus of Lantern Street at Monument Road to allow motorists exiting Lantern Street to line up more perpendicularly with Monument Road, which would not only give them a better view of oncoming traffic, but also more align their vehicles to cross multiple lanes of Monument Road if they desired to navigate into the southbound left turn lane. A quicker, lower cost solution would be to reinstate the U-turn restriction for the southbound left turn lane. This could also be accompanied by a sign notifying motorists on Lantern Street that the U-turn is not permissible. However, doing this may not deter motorists from performing the movement, and would send motorists wanting to travel north on Monument 800' further south to the next median opening, which also does not have as much width for larger vehicles to perform the U-turn movement. Another option considered was to provide physical separation between the two southbound right turn lanes. This would provide an added lane for drivers entering Monument Road from Lantern Street, and would physically restrict them from driving across all southbound lanes of Monument. It was not pursued further due to the negative impacts it would create for southbound right turning motorists, as the movement is heavy and relies on the dual turn lanes.

A final option considered was to modify Lantern Street to make it one-way, in only, at its intersection with Monument Road. This would force all drivers wanting to exit the commercial properties served by Lantern Street to use Tredinick Parkway to get to their destinations. Due to the restrictive nature of this countermeasure, and the fact that negative impacts to traffic on Tredinick Parkway were not analyzed, it is recommended to not pursue this option unless subsequent crash reviews confirm a trend of crashes associated with the Lantern Street movement.



<p>LEGEND:</p> <ul style="list-style-type: none"> CONTROLLER CABINET TRAFFIC SIGNAL POLE SIGNAL HEAD PEDESTRIAN SIGNAL SIGN DELINEATOR POWER POLE LIGHT POLE DITCH BOTTOM INLET MITERED END SECTION DRAINAGE INLET BUILDING RAILROAD GATE TRAFFIC ENFRACTION DETECTOR FIRE HYDRANT 	<p>METRIC ENGINEERING, INC. 615 CRESCENT EXECUTIVE COURT SUITE 524 LAKE MARY, FL 32746</p>	<p>CONDITION DIAGRAM CONTINUING SERVICES FOR TRAFFIC OPERATIONS</p>	<p>PAGE NO. 14</p>
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Figure 2: North Approach Photographs



Looking south into the intersection along Monument Road



Looking north from the intersection along Monument Road

Figure 3: South Approach Photographs



Looking north into the intersection along Monument Road



Looking south from the intersection along Monument Road

Figure 4: East Approach Photographs



Looking west into the intersection along Tredinick Road



Looking east from the intersection along Tredinick Road

Figure 5: West Approach Photographs



Looking east into the intersection along Tredinick Road



Looking west from the intersection along Tredinick Road

Collision Analysis

A collision analysis was performed to determine the types of collisions occurring at this intersection. Collision data was obtained from the Florida Department of Transportation CARS and University of Florida's Signal 4 database for the period of January 1, 2012 through December 31, 2016. The analysis shows that 110 collisions occurred during the reporting period. A large portion of these were angle crashes (44), with 30 left turn and 25 rear-end crashes. Total property damage during the study period was estimated at \$741,050. Dark or low light crashes accounted for 47% of the total collisions at this intersection, which is substantially higher than usual, especially for lighted roadways. The collision summaries from which this information was obtained can be found in Appendix A.

This intersection exhibited two distinct crash trends and a third trend that was underscored by field observations. There are a high number of angle collisions between the eastbound left turn movement and southbound through movement, averaging 7 crashes per year. Although the crashes have dropped slightly in the more recent years studied, they are still prevalent. Much of these crashes were the fault of the southbound driver not being aware of, or running, their red light. Multiple crash reports referenced southbound drivers mistakenly believing that they had a green light at the time of the crash. Many of these crashes occurred at night. Southbound drivers navigate a continuous left-hand curve approaching the intersection; due to this curve and the landscaped median, the two green right arrow signals for the right turn lanes appear to oncoming traffic before the two signals for through traffic. They also could appear to line up with the through lanes, especially at night. This was confirmed during day and nighttime field reviews, and appears to have a strong connection with the aforementioned angle crashes.

It should be noted that until recently, the southbound through lanes collectively only had one signal head, but recently the 5-section head for the left turn lane was replaced with a 3-section head (eliminating the permissive left turn movement), and an additional 3-section signal head was added to have one over each lane, which may help ease the crash trend.

The second crash trend involves southbound left-turning vehicles and the northbound through movement. A review of the associated crash reports shows that the left-turning drivers may be mistaking the green ball for a protected left turn movement. These crashes average 5 per year; the

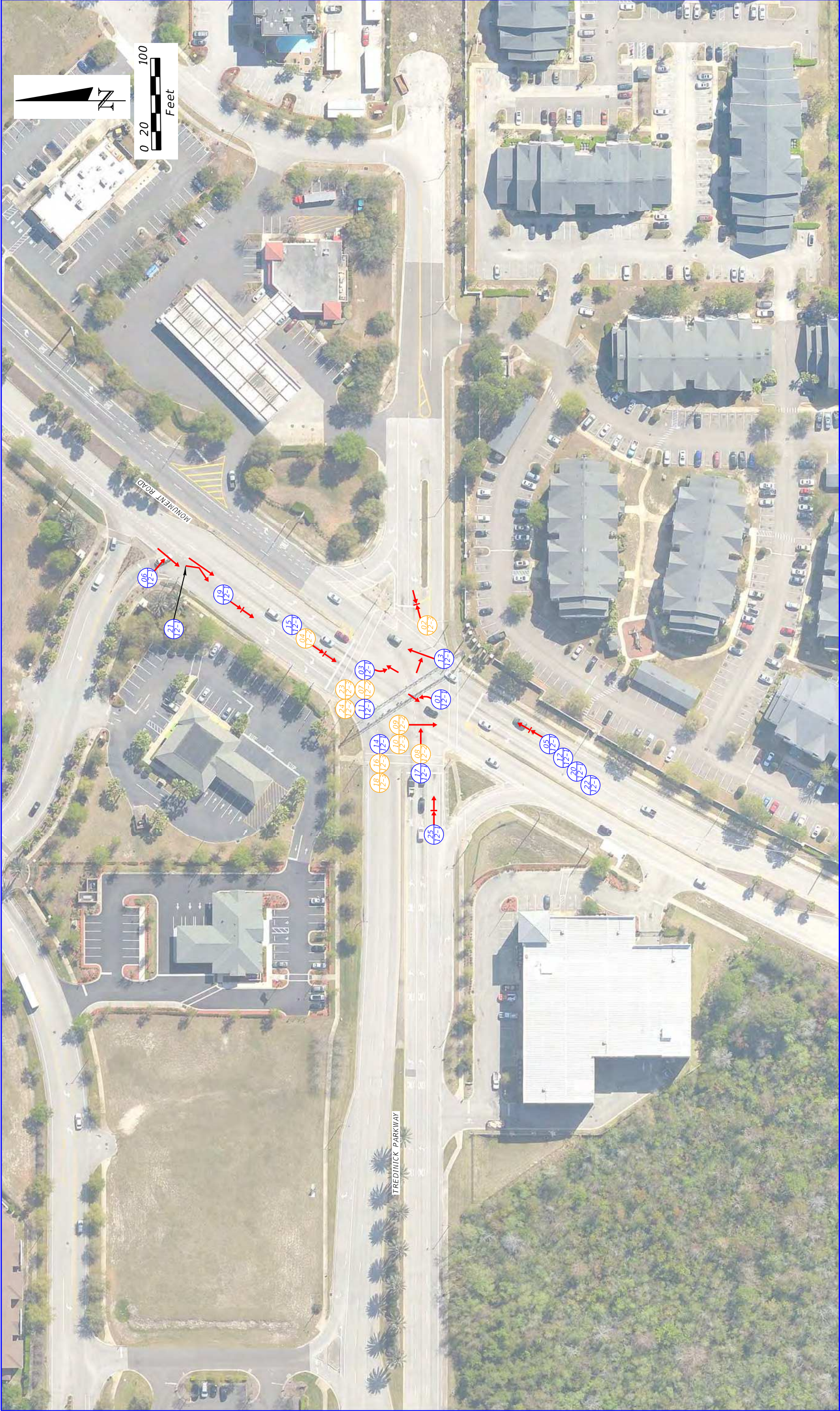
FDOT Traffic Engineering Manual recommends converting the movement to protected-only when average left turn crash frequencies exceed 6 per year. This countermeasure appears to have recently been done for this approach. The field review revealed a separate 3-section head for protected-only left turns this movement that was not present in images of the intersection from July of 2016. Due to the small amount of time that has occurred since the left turns became protected-only, it cannot yet be determined what crash reduction is associated with this countermeasure, but it is expected to greatly reduce, if not eliminate, this left-turn crash trend.













The third trend is associated with drivers coming out of Lantern Street and trying to cross all lanes of southbound traffic to reach the left turn lane immediately downstream. This resulted in angle and sideswipe crashes along the southbound approach to the intersection. Many near-hits were observed in the field due to this movement. A “No U-Turns” sign for the southbound left turn lane was recently removed, which could be encouraging motorists exiting Lantern Street to employ this movement more often. A follow-up analysis was performed for this movement after the original draft submittal of this report, as the City of Jacksonville received a complaint about the movement. Crash data from 2017 was collected and analyzed in addition to the previous years pulled. There were three angle crashes in 2017. Not enough time has passed yet to determine if this number of crashes is an anomaly, or the beginning of a trend; therefore, it is recommended to continually review this location to ensure that such trends do not develop in the coming years.




There were no bicycle or pedestrian collisions at the intersection. No fatalities were recorded either, although there were 36 injury crashes, accounting for over 50 total injuries. The societal costs for these injuries is not included in the property damage cost assessment, and are generally estimated to be high.

The collision summaries are included in **Appendix A**.

Collision Diagrams

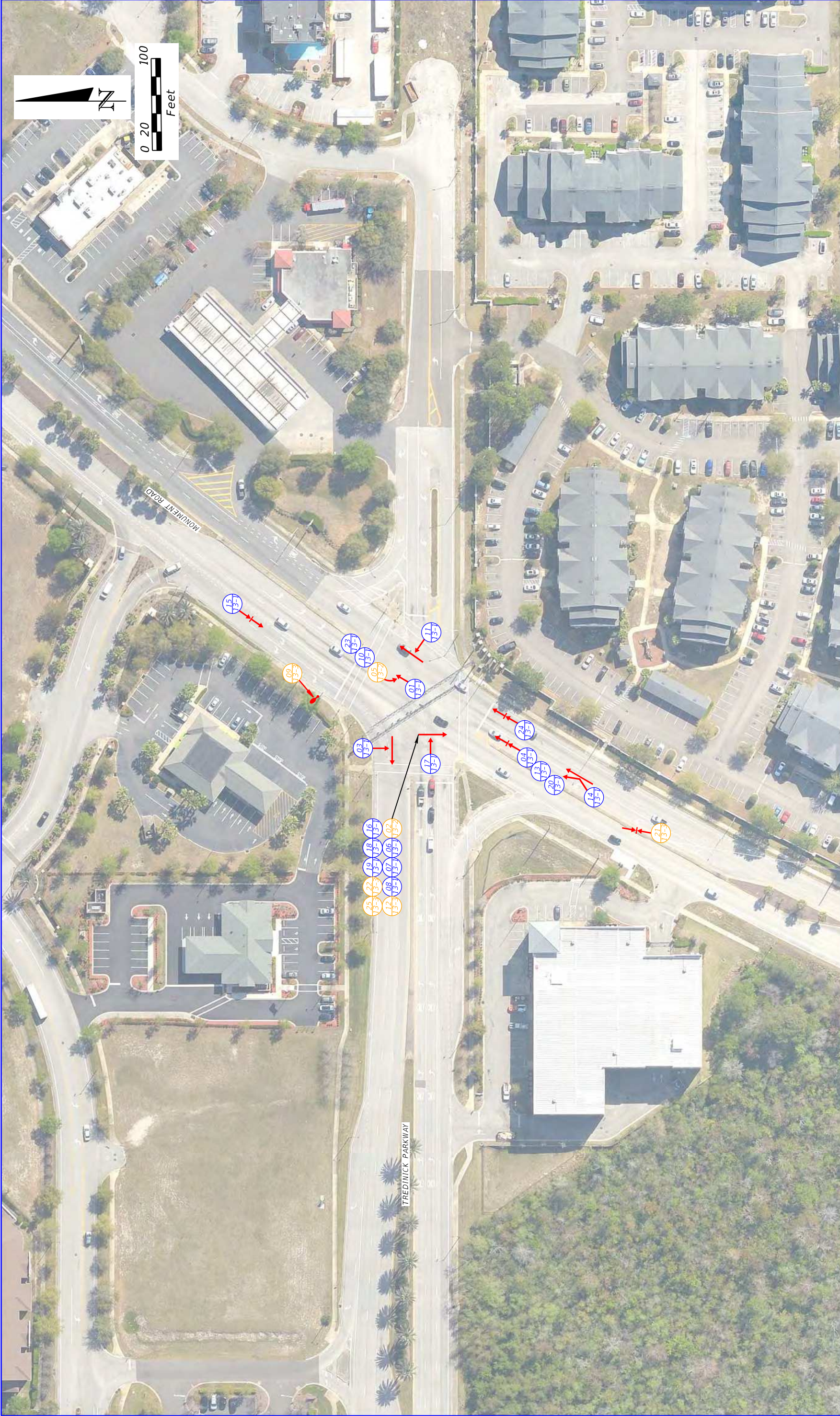


- LEGEND:**
-  SIDE SWIPE COLLISION
 -  RIGHT ANGLE COLLISION
 -  OVERTURNED VEHICLE
 -  HEAD-ON COLLISION
 -  LEFT TURN COLLISION
 -  REAR END COLLISION
 -  COLLISION W/DEER
 -  COLLISION W/MAILBOX
 -  COLLISION W/PEDESTRIAN
 -  COLLISION W/TREE
 -  RAN OFF ROAD
 -  BACKED INTO

-  PROPERTY DAMAGE ONLY
-  INJURY COLLISION
-  FATALITY COLLISION

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SUITE 524
LAKE MARY, FL 32746

COLLISION DIAGRAM
JANUARY 1, 2012 TO DECEMBER 31, 2012
MONUMENT ROAD
@ TREDNICK PARKWAY



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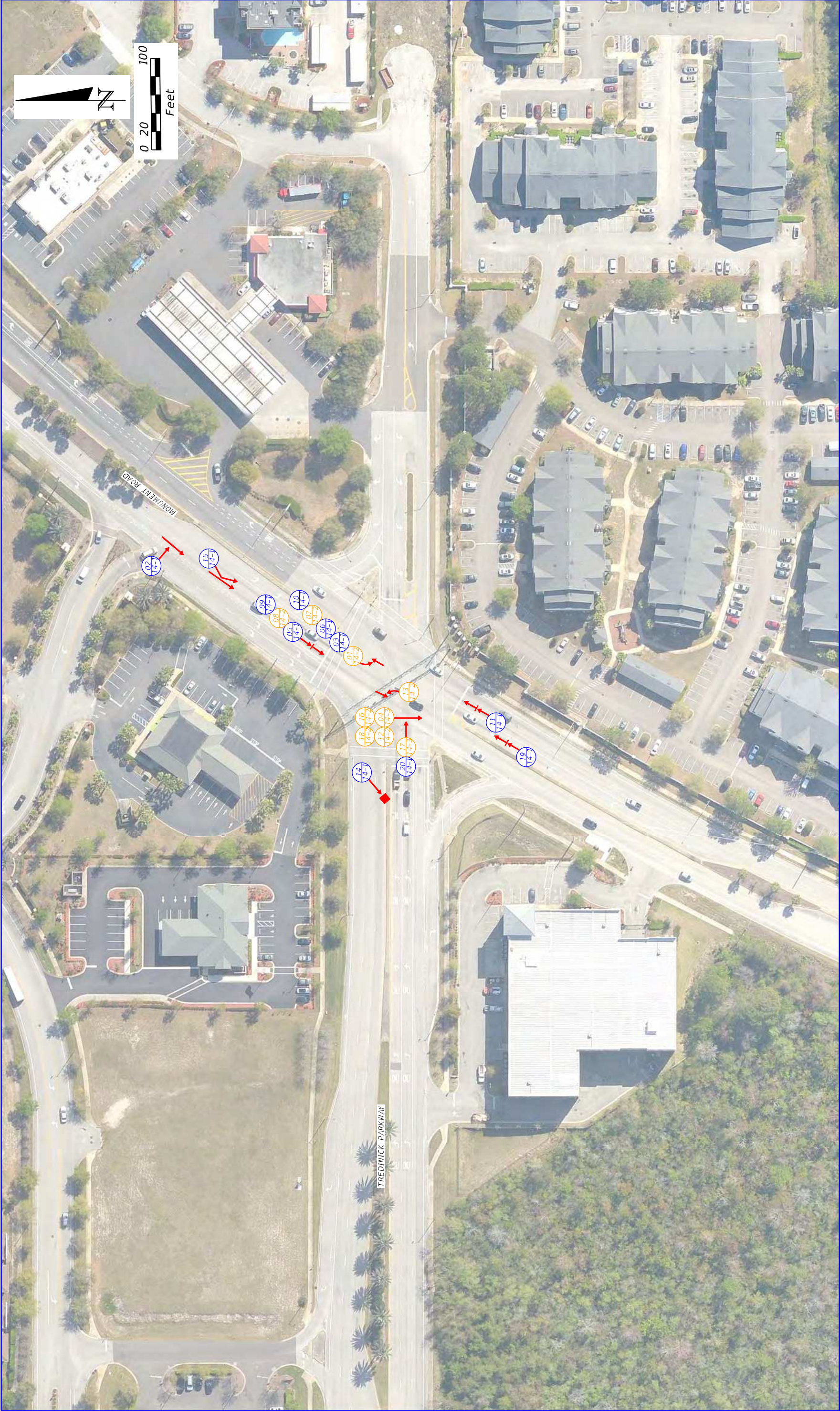
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	RIGHT ANGLE COLLISION		REAR END COLLISION		COLLISION W/TREE		PROPERTY DAMAGE ONLY		INJURY COLLISION
	OVERTURNED VEHICLE		COLLISION W/DEER		RAM OFF ROAD		INJURY COLLISION		FATALITY COLLISION
	HEAD-ON COLLISION		COLLISION W/MAILBOX		BACKED INTO				

COLLISION DIAGRAM
JANUARY 1, 2013 TO DECEMBER 31, 2013
MONUMENT ROAD
@ TREDNICK PARKWAY

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LAKE MARY, FL 32746

PAGE NO. 21B

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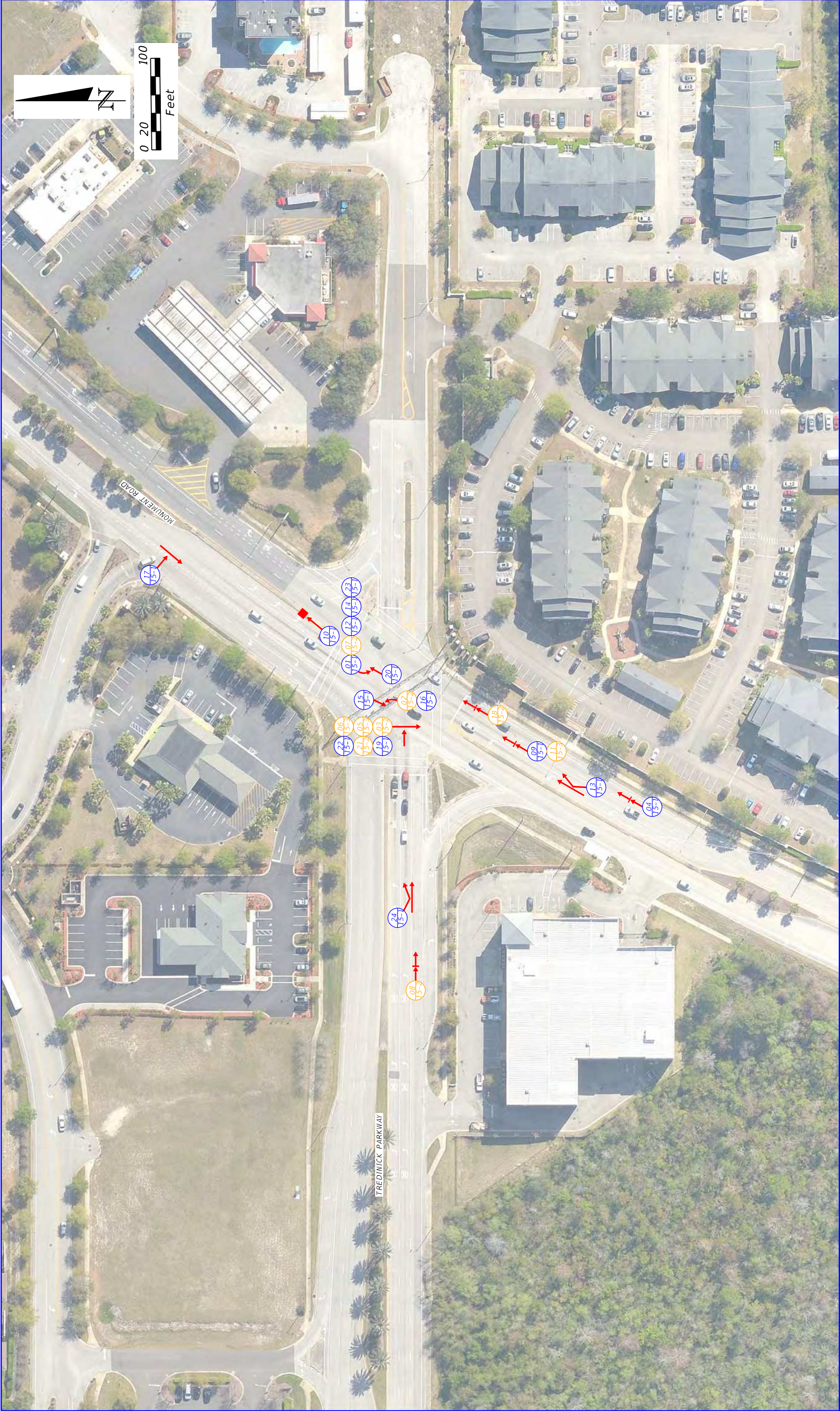
- LEGEND:**
- SIDE SWIPE COLLISION
 - RIGHT ANGLE COLLISION
 - OVERTURNED VEHICLE
 - HEAD-ON COLLISION
 - LEFT TURN COLLISION
 - REAR END COLLISION
 - COLLISION W/DEER
 - COLLISION W/MAILBOX
 - COLLISION W/PEDESTRIAN
 - COLLISION W/TREE
 - RAM OFF ROAD
 - BACKED INTO

- CRASH NUMBER 12, YEAR 09/14/14
- PROPERTY DAMAGE ONLY
- INJURY COLLISION
- FATALITY COLLISION

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COLLISION DIAGRAM
JANUARY 1, 2014 TO DECEMBER 31, 2014
MONUMENT ROAD
@ TREDNICK PARKWAY

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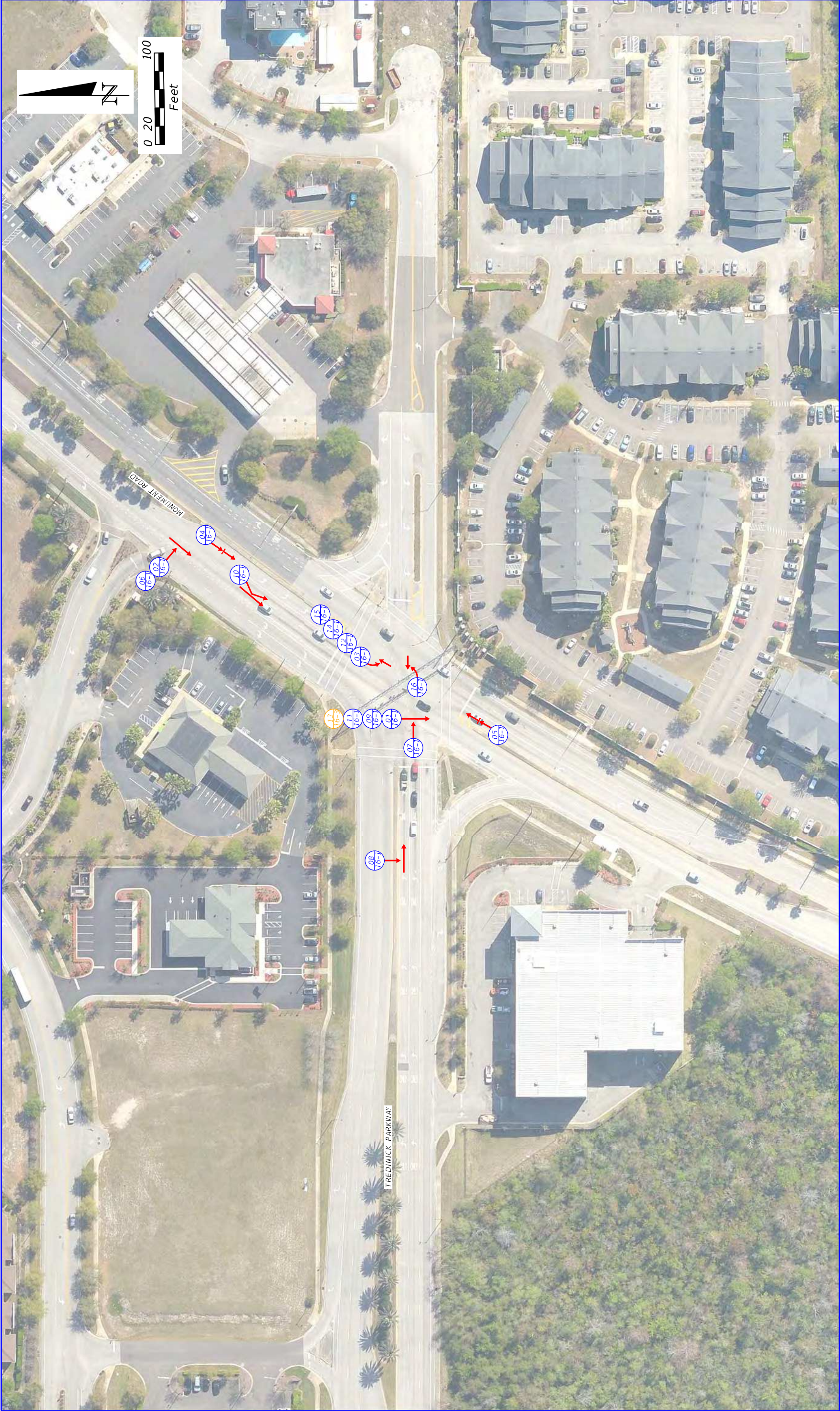
	SIDE SWIPE COLLISION		LEFT TURN COLLISION		CRASH NUMBER		YEAR		INJURY SEVERITY
	RIGHT ANGLE COLLISION		REAR END COLLISION		PROPERTY DAMAGE ONLY		YEAR		1 - PDO
	OVERTURNED VEHICLE		COLLISION W/DEER		INJURY COLLISION		YEAR		2 - POSSIBLE INJURY
	HEAD-ON COLLISION		COLLISION W/MAILBOX		INJURY COLLISION		YEAR		3 - NON-INCAPACITATING
			COLLISION W/PEDESTRIAN		INJURY COLLISION		YEAR		4 - INCAPACITATING
			COLLISION W/TREE		INJURY COLLISION		YEAR		5 - FATALITY
			RAM OFF ROAD		FATALITY COLLISION		YEAR		
			BACKED INTO				YEAR		

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COLLISION DIAGRAM
JANUARY 1, 2015 TO DECEMBER 31, 2015
MONUMENT ROAD
@ TREDNICK PARKWAY

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LEGEND:

	SIDE SWIPE COLLISION		LEFT TURN COLLISION		COLLISION W/PEDESTRIAN		CRASH NUMBER		INJURY SEVERITY
	RIGHT ANGLE COLLISION		REAR END COLLISION		COLLISION W/TREE		PROPERTY DAMAGE ONLY		INJURY SEVERITY
	OVERTURNED VEHICLE		COLLISION W/DEER		RAN OFF ROAD		INJURY COLLISION		INJURY SEVERITY
	HEAD-ON COLLISION		COLLISION W/MAILBOX		BACKED INTO		FATALITY COLLISION		INJURY SEVERITY

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COLLISION DIAGRAM
JANUARY 1, 2016 TO DECEMBER 31, 2016
MONUMENT ROAD @
TREDNICK PARKWAY

PAGE NO. 21E

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Benefit / Cost Analysis

Based on the Highway Safety Improvement Program guidelines, any improvement should be done as a result of the benefit/cost (B/C) analysis showing that the benefit outweighs the cost of the improvement. As described below, benefit/cost analyses were performed for three improvements that would potentially reduce rear end, sideswipe, and right angle collisions. The costs analyses for the second and third proposals are derived from FDOT statewide average unit costs. More information on the benefit/ cost analyses can be found in Appendix D.

Proposal 1: Traffic Signal (Update Clearance Interval)

This proposal recommends increasing the existing signal clearance times to the current ITE standards and the Traffic Engineering Manual (TEM). The existing timings do not meet the new standards; implementation is low-cost, not needing design, construction funding or even MOT. The Federal Highway Administration’s Crash Modification Factor Clearinghouse website was used to select the Crash Reduction (CRF) for this countermeasure, which is shown below.

Improvement	CRF
Update/Increase yellow and all-red clearance intervals per ITE	7.8%

The estimated costs for the countermeasures considered in this alternative are shown below:

- Signal (\$300)
- Total (includes MOT and Contingency) = **\$300**

The B/C calculated is **967.91** and the net present value (NPV) calculated is **\$1,326,199.03**. The benefits of this countermeasure were applied to rear end, angle and left turn crash history, and are expected to reduce them by 2, 3, and 2 crashes over five years, respectively. This results in a total reduction of approximately 8 crashes over five years.

Proposal 2: Traffic Signal (Retroreflective Backplates; Louvers)

This proposal considers the installation of signal backplates with retroreflective striping to bring conspicuity to the signal heads. Although a Crash Reduction Factor (CRF) is not available for such a countermeasure, it is also recommended to install louvers for the southbound right turn signals to ensure that through traffic does not mistake them for through lane green lights. The Federal Highway Administration’s Crash Modification Factor Clearinghouse website was used to select the CRFs to apply to crashes occurring on the southbound and northbound approaches, which are

shown below.

Improvement	CRF
Install signal backplates	13.0%
Add 3-inch yellow retroreflective sheeting to signal backplates	15.0%

The estimated costs for the countermeasures considered in this alternative are shown below:

- Roadway (\$1,200)
- Total (includes MOT and Contingency) = **\$4,050.00**

The benefit/cost ratio calculated was **393.00**. The net present value (NPV) calculated is **\$2,192,529.36**. This countermeasure is expected to reduce rear end crashes by more than 3, left turn crashes by more than 4, and angle crashes by almost 5 over a five-year period. This results in a total expected reduction of over 12 crashes over that time period, which averages to 2.5 crashes per year.

Proposal 3: Improve Angle of Channelized Right Turn Lane

This proposal considers straightening the approach lane out of Lantern Street to a 90-degree angle. This lane is currently configured as a channelized right turn lane; however, most motorists exiting it desire to navigate across all southbound lanes to enter the left turn lane, and the lane is now treated with a stop sign instead of a yield or added lane condition. The Federal Highway Administration's Crash Modification Factor Clearinghouse website was used to select the Crash Reduction Factor (CRF) for this countermeasure, which is shown below.

Improvement	CRF
Improve angle of channelized right turn lane	44.2%

The CRF for this improvement was applied to all crashes related to motorists exiting Lantern Street. The estimated costs for the countermeasures considered in this alternative are shown below:

- Roadway (\$16,219.00)
- PE/ CEI (\$8,109.50)
- Contingency (\$3,243.80)
- Total (includes MOT and Mobilization) = **\$34,059.90**

The benefit/cost ratio calculated was **32.68**. The net present value (NPV) calculated as **\$944,186.88**. Implementation of this alternative is expected to reduce the crashes by approximately

4 over the five-year period.

Proposal 4: Combination of all 3 Proposals

This alternative considers the combination of the above three proposals. This includes updating the yellow and all-red clearance intervals per ITE, installing retroreflective signal backplates, and improving angle of channelized right turn lanes. A summary of the applied CRFs are below.

Improvement	CRF
Update/Increase yellow and all-red clearance intervals per ITE	7.8%
Retroreflective signal backplates	15.0%
Improve angle of channelized right turn lane	44.2%

The estimated cost for the countermeasure considered in this alternative are shown below:

- Roadway (\$16,219.00)
- Signals (\$1,500)
- Total (includes MOT/Mobilization/Contingency/PECEI) = **\$33,666.10**

The B/C ratio calculated is **143.43**. The NPV calculated is **\$4,800,577.20**. This combination of countermeasures is expected to reduce angle crashes by more than 2 per year and left turn crashes by at least 1 per year, with a total expected annual reduction of 3 crashes per year (17 crashes eliminated over 5 years).

The estimated costs for the countermeasures considered in all three alternatives, the crash modification factors, as well as the benefit/cost ratio analysis forms for each alternative can be found in **Appendix D**.

Recommendations

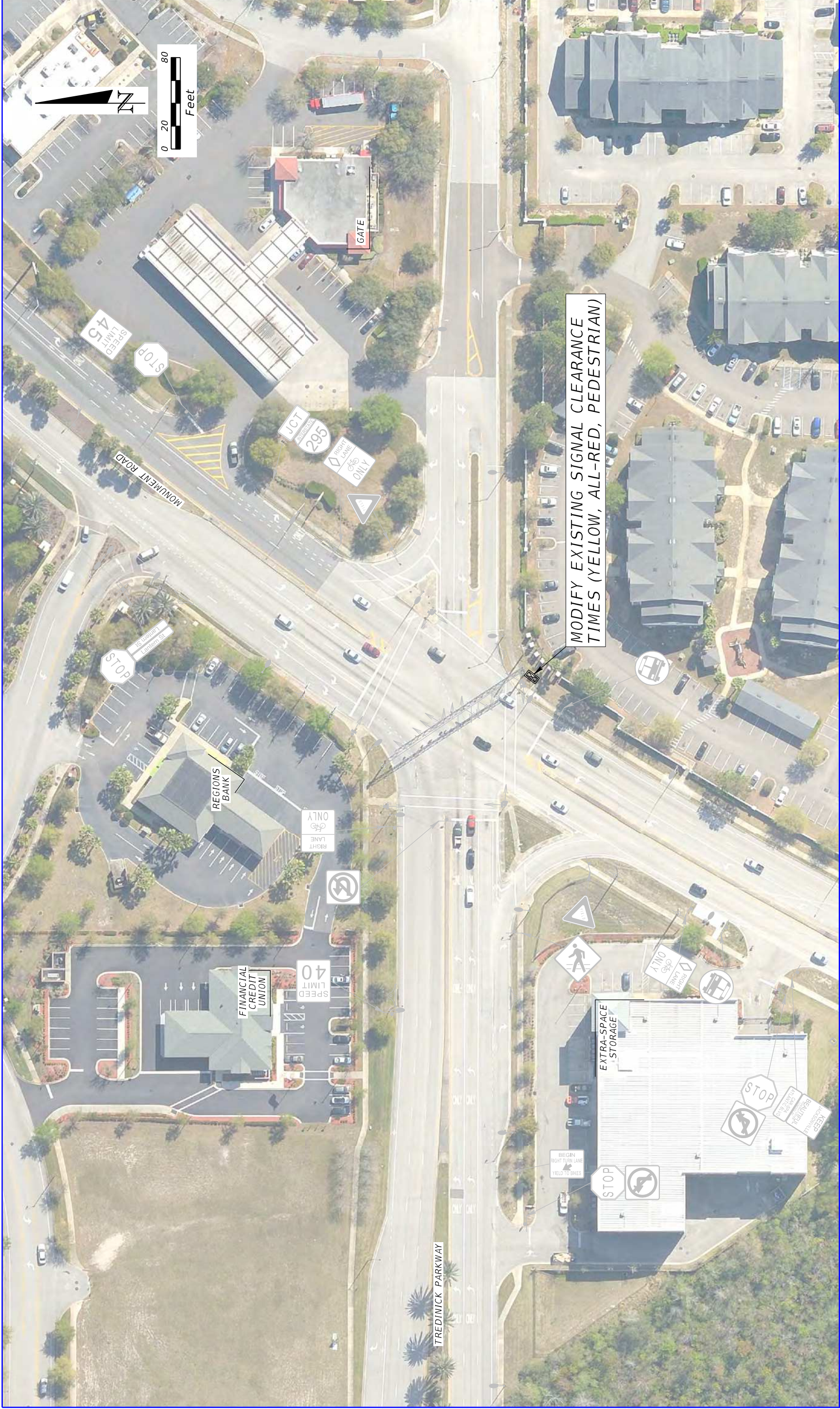
Based on the above analyses, it is recommended to implement Proposal 4, including the installation of louvers on the southbound right turn signals to ensure that motorists do not mistake them for green through signals. Although there is no crash reduction factor for the installation of louvers, their presence would likely have a positive impact to the southbound through movement by limiting the view of the right turn arrows not intended for this movement. Another option that could be employed with, or in place of the louvers, is to shift the right turn signals further to the right so that they do not appear to line up with the through lanes as oncoming motorists approach the intersection.

Consideration should also be given towards modifying the intersection of Lantern Street to have it intersect Monument Road at a 90-degree angle. Since Lantern now operates under a stop condition instead of the added lane or yield condition, this will give motorists better line of sight to evaluate oncoming traffic and better align their vehicles to enter Monument Road to proceed through or go left at the intersection with Tredinick Parkway.

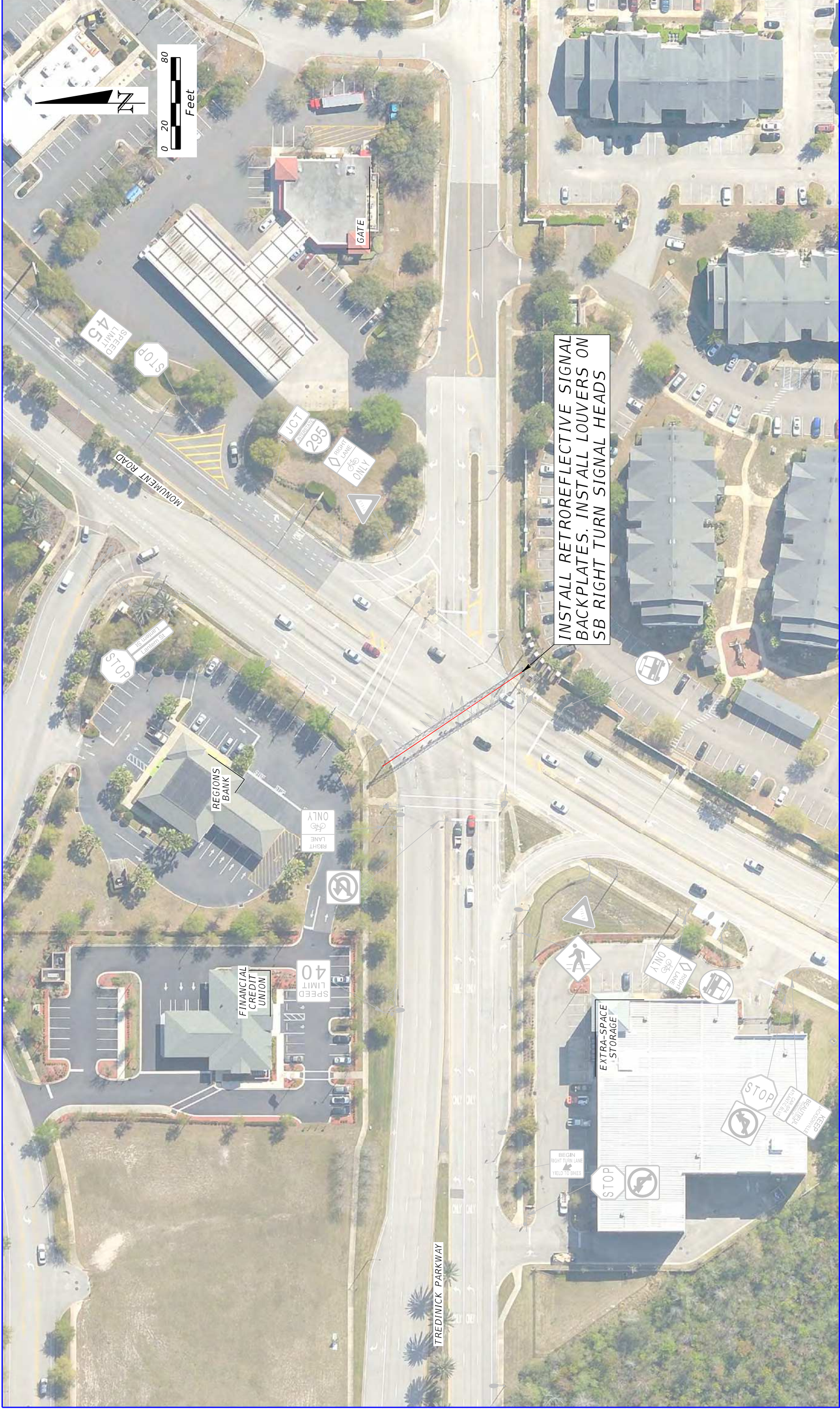
Not included in the benefit/ cost analyses, but offered for recommendation, is the rebuilding of the signal. No crash reduction factors could be found for this countermeasure. However, converting this intersection from its current configuration as a single overhead truss to mast arms (one mast arm for each approach) would provide the City of Jacksonville the opportunity to relocate the southbound signal heads, particularly the ones for the right turn lanes, to ease the confusion over their respective lane assignments. A rebuild would also help eliminate any possible confusion associated with drivers seeing the signal heads for approaches other than their own. Therefore, crash reductions are predicted, although they cannot be estimated from crash reduction factors. A signal rebuild is expected to cost anywhere from \$250,000 to \$500,000. Based on a cursory review, a rebuild could be done without the purchase of additional right-of-way. Assuming that this improvement would cost \$500,000 and eliminate 25% of the southbound-eastbound angle crashes, a theoretical benefit-cost ratio would be 2.11 with an NPV of \$762,607.27. It could eliminate at least 9 of the angle crashes over 5 years.

Although there were no crashes related to the issue, it is also recommended to upgrade the existing pedestrian signal heads at the intersection with countdown-style heads.

Recommendation Diagrams



<p>LEGEND:</p> <ul style="list-style-type: none"> CONTROLLER CABINET TRAFFIC SIGNAL POLE SIGNAL HEAD PEDESTRIAN SIGNAL SIGN DELINEATOR POWER POLE LIGHT POLE RAILROAD GATE TRAFFIC ENFRACTION DETECTOR FIRE HYDRANT DITCH BOTTOM INLET MITERED END SECTION DRAINAGE INLET BUILDING 		<p>METRIC ENGINEERING, INC. 615 CRESCENT EXECUTIVE COURT SUITE 524 LAKE MARY, FL 32746</p>	<p>ALTERNATIVE 1 DIAGRAM MONUMENT PARKWAY @ TREDINICK PARKWAY</p>	<p>PAGE NO. 27</p>
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INSTALL RETROREFLECTIVE SIGNAL BACKPLATES. INSTALL LOUVERS ON SB RIGHT TURN SIGNAL HEADS

ALTERNATIVE 2 DIAGRAM
MONUMENT PARKWAY @ TREDINICK PARKWAY

METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT
SUITE 524
LAKE MARY, FL 32746

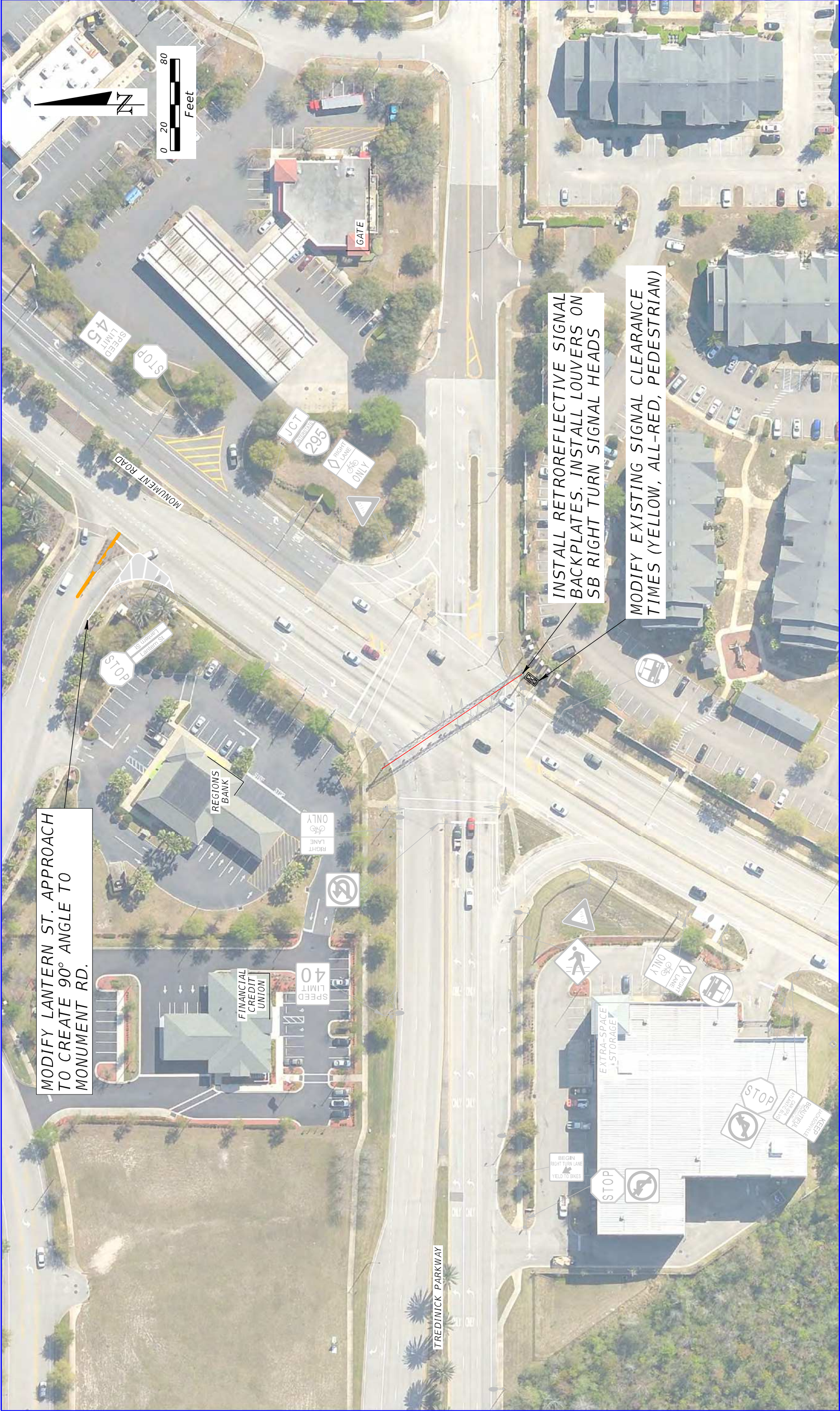
LEGEND:

	CONTROLLER CABINET		SIGN		DITCH BOTTOM INLET
	TRAFFIC SIGNAL POLE		DELINEATOR		MITERED END SECTION
	SIGNAL HEAD		POWER POLE		DRAINAGE INLET
	PEDESTRIAN SIGNAL		LIGHT POLE		BUILDING
			RAILROAD GATE		
			TRAFFIC ENFORCEMENT DETECTOR		
			FIRE HYDRANT		



MODIFY LANTERN ST. APPROACH TO CREATE 90° ANGLE TO MONUMENT RD.

<p>LEGEND:</p> <ul style="list-style-type: none"> ☑ CONTROLLER CABINET ⬇️ TRAFFIC SIGNAL POLE ⬇️ SIGNAL HEAD ⬇️ PEDESTRIAN SIGNAL ● SIGN ▲ DELINEATOR ⬇️ POWER POLE ● LIGHT POLE ▮ RAILROAD GATE ⬇️ TRAFFIC ENFRACTION DETECTOR ⬇️ FIRE HYDRANT ▮ DITCH BOTTOM INLET ⬇️ MITERED END SECTION ⬇️ DRAINAGE INLET ▮ BUILDING 		<p>METRIC ENGINEERING, INC. 615 CRESCENT EXECUTIVE COURT SUITE 524 LAKE MARY, FL 32746</p>	<p>ALTERNATIVE 3 DIAGRAM MONUMENT PARKWAY @ TREDINICK PARKWAY</p>	<p>PAGE NO. 29</p>
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<p>LEGEND:</p> <ul style="list-style-type: none"> CONTROLLER CABINET TRAFFIC SIGNAL POLE SIGNAL HEAD PEDESTRIAN SIGNAL SIGN DELINEATOR POWER POLE LIGHT POLE RAILROAD GATE TRAFFIC ENFRACTION DETECTOR FIRE HYDRANT DITCH BOTTOM INLET MITERED END SECTION DRAINAGE INLET BUILDING 		<p>METRIC ENGINEERING, INC. 615 CRESCENT EXECUTIVE COURT SUITE 524 LAKE MARY, FL 32746</p>	<p>ALTERNATIVE 4 DIAGRAM MONUMENT PARKWAY @ TREDINICK PARKWAY</p>	<p>PAGE NO. 30</p>
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Appendix A

Collision Summaries

COLLISION DATA

State Road: Monument Road
 Intersecting Roadway: Trednick Parkway
 Source Data: CARS and Signal Four Analytics

County: Duval
 City: Jacksonville

No.	Study Period		Date	Day	Time	Driver 1 Age	Months												Contributing Cause
	From	to					Alcohol/Drugs Involved	Lighting Condition	Roadway Surface	Weather	Number of Fatalities	Number of Injuries	Most Severe Injury	Harmful Event	Property Damage				
1	83058848	2/3/12	Fri	9:05	21	None	Dark (SL)	Dry	Clear	0	0	1	Left Turn	\$7,500	FTYRW				
2	83112187	2/5/12	Sun	18:55	22	None	Dusk	Dry	Clear	0	1	3	Head On	\$13,000	Careless Driving				
3	83051849	2/23/12	Thu	9:43	60	None	Daylight	Dry	Clear	0	0	1	Left Turn	\$10,000	FTYRW				
4	83062317	3/1/12	Thu	13:20	36	None	Daylight	Dry	Clear	0	1	2	Rear End	\$400	Careless Driving				
5	83050348	3/14/12	Wed	8:51	57	None	Daylight	Dry	Clear	0	0	1	Rear End	\$1,000	Careless Driving				
6	83394163	5/12/12	Sat	12:30	52	None	Daylight	Dry	Clear	0	0	1	Angle	\$1,500	FTYRW				
7	83059405	5/12/12	Sat	21:39	20	None	Dark (SL)	Dry	Clear	0	2	2	Left Turn	\$3,000	FTYRW				
8	83393972	5/14/12	Mon	10:28	84	None	Daylight	Dry	Cloudy	0	1	2	Angle	\$4,000	Ran Red Light				
9	83391997	5/15/12	Tue	10:02	74	None	Daylight	Dry	Clear	0	1	2	Angle	\$20,000	Ran Red Light				
10	83061205	6/3/12	Sun	23:20	30	None	Dark (SL)	Dry	Clear	0	2	3	Angle	\$30,000	Ran Red Light				
11	83393352	6/6/12	Wed	11:02	58	None	Daylight	Dry	Clear	0	0	1	Left Turn	\$8,000	FTYRW				
12	83398114	6/18/12	Mon	15:40	38	None	Daylight	Dry	Clear	0	0	1	Rear End	\$1,000	Careless Driving				
13	83052952	8/29/12	Wed	6:40	23	None	Dawn	Wet	Cloudy	0	0	1	Angle	\$1,500	Ran Red Light				
14	83061216	9/6/12	Thu	23:15	20	None	Dark (SL)	Dry	Clear	0	0	1	Angle	\$10,000	FTYRW				
15	83402676	9/13/12	Thu	15:10	29	None	Daylight	Wet	Rain	0	0	1	Rear End	\$1,000	Careless Driving				
16	83063174	9/19/12	Wed	21:40	22	None	Dark (SL)	Dry	Clear	0	2	3	Angle	\$5,000	Ran Red Light				
17	83050783	9/30/12	Sun	20:35	47	None	Dark (SL)	Wet	Rain	0	0	1	Angle	\$16,000	Ran Red Light				
18	83399030	10/14/12	Sun	19:59	72	None	Dark (SL)	Dry	Clear	0	1	3	Angle	\$15,000	Ran Red Light				
19	83562411	10/26/12	Fri	12:30	86	None	Daylight	Dry	Cloudy	0	0	1	Rear End	\$1,000	Careless Driving				
20	83603216	11/1/12	Thu	16:25	46	None	Daylight	Dry	Clear	0	0	1	Rear End	\$600	Medical				
21	83049155	11/21/12	Wed	21:30	Unknown	None	Dark (SL)	Dry	Clear	0	0	1	Sideswipe	\$1,300	FTYRW				
22	83114285	12/3/12	Mon	14:35	30	None	Daylight	Dry	Clear	0	0	1	Rear End	\$1,500	Careless Driving				
23	83046063	12/6/12	Thu	20:55	27	None	Dark (SL)	Dry	Clear	0	2	3	Left Turn	\$10,000	FTYRW				
24	83399040	12/9/12	Sun	20:48	58	None	Dark (SL)	Dry	Fog	0	1	2	Left Turn	\$10,000	FTYRW				
25	83606405	12/20/12	Thu	17:06	21	None	Daylight	Dry	Clear	0	0	1	Rear End	\$0	Careless Driving				

CRASH STATISTICS										INJURY SEVERITY										LIGHTING									
Total Number of Crashes	Total Number of Fatalities	Total Number of Injuries	Number of Fatal Crashes	Number of Injury Crashes	Total Property Damage	None	Possible	Non-Incapacitating	Incapacitating	Fatal	Daylight	Dark (SL)	Dark (No SL)	Dusk	Dawn														
25	0	14	0	10	\$172,300	15	5	5	0	0	13	10	0	1	1														
100%	N/A	N/A	0%	40%	N/A	60%	20%	20%	0%	0%	52%	40%	0%	4%	4%														
HARMFUL EVENT																													
Wet	Dry	Unknown	Rear End	Head-On	Angle	Left Turn	Right Turn	Sideswipe	Backed Into	Parked Car	Coll W/IMV on Roadway	Pedestrian	Bike	Bike (Bike Lane)	Moped														
3	22	0	8	1	9	6	0	1	0	0	0	0	0	0	0														
12%	88%	0%	32%	4%	36%	24%	0%	4%	0%	0%	0%	0%	0%	0%	0%														
			Train	Animal	Hit Sign/Sign Post	Hit Utility Pole	Hit Guardrail	Hit Fence	Hit Concrete Barrier Wall	Hit Br/Pier/Abutt	Hit Const Barrier/Sign/Br/Pier/Abutt	Traffic Gate	Crash Attenuator	Fixed Object Above Road	Other Fixed Object														
			0	0	0	0	0	0	0	0	0	0	0	0	0														
			0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
			Moveable Object	Ran Into Ditch/Culvert	Ran Off Rd Into Water	Overturned	Occupant Fall From Vehicle	Trac/Trail Jackknifed	Fire	Explosion	Median Crossover	Hit Tree	Hit Curb																
			0	0	0	0	0	0	0	0	0	0	0	0	0														
			0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
CONTRIBUTING CAUSE																													
Alcohol/Drugs Under Influence	Careless Driving	FTYRW	Improper Backing	Improper Lane Change	Improper Turn	Followed Too Closely	Disregarded Traffic Signal	Exceeded Safe Speed Limit	Disregarded Stop Sign	Failed to Maintain Equipment	Improper Passing	Drove Left of Center	Exceeded Stated Safe Speed Limit	Obstructing Traffic	Improper Load														
0	8	9	0	0	0	0	7	0	0	0	0	0	0	0	0														
0%	32%	36%	0%	0%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%														
Disregarded Other Traffic Control	Driving Wrong Side/Way	Fleeing Police	Vehicle Modified	Driver Distraction	No Improper Driving	Unknown	All Other	Medical	Lost Control	Animal in Roadway																			
0	0	0	0	0	0	0	0	1	0	0																			
0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%																			

COLLISION DATA

State Road: Monument Road
 Intersecting Roadway: Trednick Parkway
 Source Data: CARS and Signal Four Analytics

County: Duval
 City: Jacksonville

No.	Study Period		Date	Day	Time	Driver 1 Age	Months												Weather	Number of Fatalities	Number of Injuries	Most Severe Injury	Harmful Event	Property Damage	Contributing Cause	
	From	To					12/31/2013	1/1/2013	2/1/2013	3/1/2013	4/1/2013	5/1/2013	6/1/2013	7/1/2013	8/1/2013	9/1/2013	10/1/2013	11/1/2013								12/1/2013
1	83114311	1/1/13	1/1/13	Tue	18:18	69	None	Dark (SL)	Dry	Clear	0	0	0	0	0	0	0	1	Left Turn	\$3,000	Careless Driving					
2	83049157	1/5/13	1/22/13	Sat	18:40	56	None	Dark (SL)	Dry	Clear	0	2	0	0	0	0	2	Angle	\$15,000	Careless Driving						
3	83607815	1/22/13	1/22/13	Tue	15:56	68	None	Daylight	Dry	Clear	0	0	0	0	0	0	1	Angle	\$2,000	FTYRW						
4	83399963	1/30/13	1/30/13	Wed	7:35	37	None	Daylight	Dry	Clear	0	0	0	0	0	0	1	Rear End	\$1,500	Careless Driving						
5	83292451	3/23/13	3/23/13	Sat	22:21	17	None	Dark (SL)	Wet	Rain	0	2	0	0	0	0	2	Left Turn	\$4,000	FTYRW						
6	83605880	4/10/13	4/10/13	Wed	21:25	24	None	Dark (SL)	Dry	Clear	0	0	0	0	0	0	1	Angle	\$45,000	Ran Red Light						
7	83867586	4/12/13	4/12/13	Fri	9:15	18	None	Daylight	Dry	Clear	0	0	0	0	0	0	1	Angle	\$2,000	Ran Red Light						
8	83049168	6/1/13	6/1/13	Sat	22:05	20	None	Dark (SL)	Dry	Clear	0	0	0	0	0	0	1	Angle	\$8,000	FTYRW						
9	84045348	6/7/13	6/7/13	Fri	12:37	68	None	Daylight	Dry	Clear	0	1	0	0	0	0	3	Hit Utility Pole	\$40,000	Medical						
10	83607876	7/4/13	7/4/13	Thu	21:25	62	None	Dark (SL)	Wet	Clear	0	0	0	0	0	0	1	Left Turn	\$500	FTYRW						
11	83995169	7/16/13	7/16/13	Tue	16:37	Unknown	None	Daylight	Dry	Clear	0	0	0	0	0	0	1	Angle	\$1,200	Careless Driving						
12	83061404	7/26/13	7/26/13	Fri	2:10	20	None	Dark (SL)	Dry	Clear	0	1	0	0	0	0	3	Angle	\$10,000	Ran Red Light						
13	83806919	7/31/13	7/31/13	Wed	18:18	69	None	Daylight	Wet	Rain	0	0	0	0	0	0	1	Rear End	\$6,000	Careless Driving						
14	84045146	8/28/13	8/28/13	Wed	21:10	23	None	Dark (SL)	Dry	Clear	0	0	0	0	0	0	1	Sideswipe	\$8,000	Careless Driving						
15	84108965	9/14/13	9/14/13	Sat	18:15	18	None	Daylight	Wet	Cloudy	0	0	0	0	0	0	1	Rear End	\$3,000	Careless Driving						
16	84249469	10/12/13	10/12/13	Sat	20:15	71	None	Dark (SL)	Dry	Clear	0	0	0	0	0	0	1	Angle	\$9,000	Ran Red Light						
17	84249967	10/25/13	10/25/13	Fri	13:00	46	None	Daylight	Dry	Clear	0	0	0	0	0	0	1	Angle	\$4,000	FTYRW						
18	84291819	10/28/13	10/28/13	Mon	6:50	21	None	Daylight	Dry	Clear	0	0	0	0	0	0	1	Angle	\$2,000	Ran Red Light						
19	84291826	11/5/13	11/5/13	Tue	8:15	45	None	Daylight	Wet	Cloudy	0	0	0	0	0	0	1	Angle	\$14,000	Ran Red Light						
20	84148341	11/10/13	11/10/13	Sun	14:40	28	Yes	Daylight	Dry	Clear	0	0	0	0	0	0	1	Rear End	\$8,500	DUI						
21	84325814	11/12/13	11/12/13	Tue	18:30	31	None	Dark (SL)	Dry	Clear	0	1	0	0	0	0	3	Head on	\$500	Careless Driving						
22	84248613	11/13/13	11/13/13	Wed	18:26	65	None	Dark (SL)	Dry	Clear	0	3	0	0	0	0	3	Angle	\$45,000	Ran Red Light						
23	84291554	11/21/13	11/21/13	Thu	17:40	20	None	Dark (SL)	Dry	Cloudy	0	0	0	0	0	0	1	Left Turn	\$1,600	FTYRW						
24	83995105	11/23/13	11/23/13	Sat	21:15	43	None	Dark (SL)	Dry	Clear	0	0	0	0	0	0	1	Rear End	\$1,800	Careless Driving						
25	84149171	12/4/13	12/4/13	Wed	19:12	70	None	Dark (SL)	Dry	Clear	0	1	0	0	0	0	3	Angle	\$11,000	Ran Red Light						

CRASH STATISTICS										INJURY SEVERITY										LIGHTING									
Total Number of Crashes	Total Number of Fatalities	Total Number of Injuries	Number of Fatal Crashes	Number of Injury Crashes	Total Property Damage	None	Possible	Non-Incapacitating	Incapacitating	Fatal	Daylight	Dark (SL)	Dark (No SL)	Dusk	Dawn														
25	0	11	0	7	\$246,600	18	2	5	0	0	11	14	0	0	0														
100%	N/A	N/A	0%	28%	N/A	72%	8%	20%	0%	0%	44%	56%	0%	0%	0%														
HARMFUL EVENT																													
ROADWAY CONDITION																													
Wet	Dry	Unknown	Rear End	Head-On	Angle	Left Turn	Right Turn	Sideswipe	Backed Into	Parked Car	Coll W/IMV on Roadway	Pedestrian	Bike	Bike (Bike Lane)	Moped														
5	20	0	5	1	13	4	0	1	0	0	0	0	0	0	0														
20%	80%	0%	20%	4%	52%	16%	0%	4%	0%	0%	0%	0%	0%	0%	0%														
			Train	Animal	Hit Sign/Sign Post	Hit Utility Pole	Hit Guardrail	Hit Fence	Hit Concrete Barrier Wall	Hit Br/Pier/Abutt	Hit Const Barrier/Sign/Br/Pier/Abutt	Traffic Gate	Crash Attenuator	Fixed Object Above Road	Other Fixed Object														
			0	0	0	1	0	0	0	0	0	0	0	0	0														
			0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
			Moveable Object	Ran Into Ditch/Culvert	Ran Off Rd Into Water	Overturned	Occupant Fall From Vehicle	Trac/Trail Jackknifed	Fire	Explosion	Median Crossover	Hit Tree	Hit Curb																
			0	0	0	0	0	0	0	0	0	0	0	0	0														
			0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
CONTRIBUTING CAUSE																													
Alcohol/Drugs Under Influence	Careless Driving	FTYRW	Improper Backing	Improper Lane Change	Improper Turn	Followed Too Closely	Disregarded Traffic Signal	Exceeded Safe Speed Limit	Disregarded Stop Sign	Failed to Maintain Equipment	Improper Passing	Drove Left of Center	Exceeded Stated Safe Speed Limit	Obstructing Traffic	Improper Load														
1	9	6	0	0	0	0	8	0	0	0	0	0	0	0	0														
4%	36%	24%	0%	0%	0%	0%	32%	0%	0%	0%	0%	0%	0%	0%	0%														
Disregarded Other Traffic Control	Driving Wrong Side/Way	Fleeing Police	Vehicle Modified	Driver Distraction	No Improper Driving	Unknown	All Other	Medical	Lost Control	Animal in Roadway																			
0	0	0	0	0	0	0	0	1	0	0																			
0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%																			

COLLISION DATA

State Road: Monument Road
 Intersecting Roadway: Trednick Parkway
 Source Data: CARS and Signal Four Analytics

County: Duval
 City: Jacksonville

No.	Study Period		Date	Day	Time	Driver 1 Age	Alcohol/Drugs Involved	Months		Roadway Surface	Weather	Number of Fatalities	Number of Injuries	Most Severe Injury	Harmful Event	Property Damage	Contributing Cause
	From	to						12	12/31/2014								
1	84108526	1/4/14	Sat	22:47	19	None	None	Dark (SL)	12	Dry	Clear	0	1	2	Left Turn	\$5,000	FTYRW
2	84448630	1/9/14	Thu	10:50	62	None	None	Daylight	12	Wet	Cloudy	0	0	1	Angle	\$3,000	FTYRW
3	84291791	2/16/14	Sun	0:05	38	None	None	Dark (SL)	12	Dry	Clear	0	0	1	Left Turn	\$1,500	FTYRW
4	83994101	2/28/14	Fri	19:40	72	None	None	Dark (SL)	12	Dry	Clear	0	2	3	Angle	\$20,000	Ran Red Light
5	84449060	3/14/14	Fri	15:35	24	None	None	Daylight	12	Dry	Clear	0	0	1	Rear End	\$350	Careless Driving
6	84290924	3/30/14	Sun	17:40	83	None	None	Daylight	12	Dry	Clear	0	0	1	Left Turn	\$13,000	FTYRW
7	83049193	5/23/14	Fri	19:30	34	None	None	Daylight	12	Dry	Clear	0	1	2	Left Turn	\$5,000	FTYRW
8	84659058	5/27/14	Tue	15:41	38	None	None	Daylight	12	Dry	Cloudy	0	1	2	Rear End	\$2,000	Followed Too Closely
9	84660402	6/17/14	Tue	16:05	25	None	None	Daylight	12	Dry	Clear	0	0	1	Rear End	\$1,000	Careless Driving
10	83995789	6/18/14	Wed	20:15	61	None	None	Dusk	12	Dry	Clear	0	0	1	Left Turn	\$2,000	FTYRW
11	83055657	7/11/14	Fri	19:10	31	None	None	Dusk	12	Wet	Rain	0	0	1	Rear End	\$2,000	Careless Driving
12	84291804	8/21/14	Thu	19:40	66	None	None	Dusk	12	Dry	Clear	0	2	2	Angle	\$9,000	Ran Red Light
13	84248853	8/30/14	Sat	20:00	74	None	None	Dark (SL)	12	Dry	Clear	0	3	2	Left Turn	\$5,000	FTYRW
14	84248741	9/27/14	Sat	2:00	27	None	None	Dark (SL)	12	Wet	Rain	0	0	1	Hit Curb	\$5,000	Exceeded Safe Speed Limit
15	84925977	10/20/14	Mon	16:40	57	None	None	Daylight	12	Dry	Clear	0	0	1	Sideswipe	\$2,500	Careless Driving
16	84148503	10/26/14	Sun	12:20	23	None	None	Daylight	12	Dry	Clear	0	1	2	Angle	\$7,500	Ran Red Light
17	84655539	10/30/14	Thu	20:00	21	None	None	Dark (SL)	12	Wet	Cloudy	0	1	3	Angle	\$6,500	Ran Red Light
18	84925920	11/20/14	Thu	21:18	31	None	None	Dark (SL)	12	Dry	Clear	0	2	2	Angle	\$10,500	Careless Driving
19	84926005	12/5/14	Fri	10:20	49	None	None	Daylight	12	Dry	Cloudy	0	0	1	Rear End	\$300	Careless Driving
20	84925892	12/9/14	Tue	18:20	25	None	None	Dusk	12	Dry	Clear	0	0	1	Angle	\$13,500	Ran Red Light

CRASH STATISTICS										INJURY SEVERITY										LIGHTING									
Total Number of Crashes	Total Number of Fatalities	Total Number of Injuries	Number of Fatal Crashes	Number of Injury Crashes	Total Property Damage	None	Possible	Non-Incapacitating	Incapacitating	Fatal	Daylight	Dark (SL)	Dark (No SL)	Dusk	Dawn														
20	0	14	0	9	\$114,650	11	7	2	0	0	9	7	0	4	0														
100%	N/A	N/A	0%	45%	N/A	55%	35%	10%	0%	0%	45%	35%	0%	20%	0%														
HARMFUL EVENT																													
ROADWAY CONDITION																													
Wet	Dry	Unknown	Rear End	Head-On	Angle	Left Turn	Right Turn	Sideswipe	Backed Into	Parked Car	Coll W/IMV on Roadway	Pedestrian	Bike	Bike (Bike Lane)	Moped														
4	16	0	5	0	7	6	0	1	0	0	0	0	0	0	0														
20%	80%	0%	25%	0%	35%	30%	0%	5%	0%	0%	0%	0%	0%	0%	0%														
			Train	Animal	Hit Sign/Sign Post	Hit Utility Pole	Hit Guardrail	Hit Fence	Hit Concrete Barrier Wall	Hit Br/Pier/Abutt	Hit Const Barrie/Sign/Br/Pier/Abutt	Traffic Gate	Crash Attenuator	Fixed Object Above Road	Other Fixed Object														
			0	0	0	0	0	0	0	0	0	0	0	0	0														
			0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
			Moveable Object	Ran Into Ditch/Culvert	Ran Off Rd Into Water	Overturned	Occupant Fall From Vehicle	Trac/Trail Jackknifed	Fire	Explosion	Median Crossover	Hit Tree	Hit Curb																
			0	0	0	0	0	0	0	0	0	0	1																
			0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%																
CONTRIBUTING CAUSE																													
Alcohol/Drugs Under Influence	Careless Driving	FTYRW	Improper Backing	Improper Lane Change	Improper Turn	Followed Too Closely	Disregarded Traffic Signal	Exceeded Safe Speed Limit	Disregarded Stop Sign	Failed to Maintain Equipment	Improper Passing	Drove Left of Center	Exceeded Stated Safe Speed Limit	Obstructing Traffic	Improper Load														
0	6	7	0	0	0	1	5	1	0	0	0	0	0	0	0														
0%	30%	35%	0%	0%	0%	5%	25%	5%	0%	0%	0%	0%	0%	0%	0%														
Disregarded Other Traffic Control	Driving Wrong Side/Way	Fleeing Police	Vehicle Modified	Driver Distraction	No Improper Driving	Unknown	All Other	Medical	Lost Control	Animal in Roadway																			
0	0	0	0	0	0	0	0	0	0	0																			
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																			

COLLISION DATA

State Road: Monument Road
 Intersecting Roadway: Trednick Parkway
 Source Data: CARs and Signal Four Analytics

County: Duval
 City: Jacksonville

No.	Study Period		12 Months		Weather	Roadway Surface	Lighting Condition	Alcohol/Drugs Involved	Driver 1 Age	Time	Day	Date	From	To	Number of Fatalities	Number of Injuries	Most Severe Injury	Harmful Event	Property Damage	Contributing Cause
	HSMV No.	Date	1/1/2015	12/31/2015																
1	84929261	1/14/15	Wed	28	0:05	Wed	1/14/15	None	28	0:05	Wed	1/14/15	None	28	0	0	1	Left Turn	\$10,000	Distracted Driving
2	84591842	2/13/15	Fri	24	21:10	Fri	2/13/15	None	24	21:10	Fri	2/13/15	None	24	0	2	2	Left Turn	\$10,000	Ran Red Light
3	83050178	2/23/15	Mon	30	14:44	Mon	2/23/15	None	30	14:44	Mon	2/23/15	None	30	0	2	2	Angle	\$8,000	Ran Red Light
4	85816032	3/10/15	Tue	19	17:10	Tue	3/10/15	None	19	17:10	Tue	3/10/15	None	19	0	0	1	Rear End	\$1,000	Careless Driving
5	83994990	3/22/15	Sun	22	21:16	Sun	3/22/15	None	22	21:16	Sun	3/22/15	None	22	0	3	3	Angle	\$10,000	Ran Red Light
6	84933935	3/24/15	Tue	46	14:22	Tue	3/24/15	None	46	14:22	Tue	3/24/15	None	46	0	1	3	Angle	\$10,000	Ran Red Light
7	84449613	4/11/15	Sat	65	11:40	Sat	4/11/15	None	65	11:40	Sat	4/11/15	None	65	0	1	2	Left Turn	\$10,000	Ran Red Light
8	84933105	4/15/15	Wed	24	17:00	Wed	4/15/15	None	24	17:00	Wed	4/15/15	None	24	0	1	2	Rear End	\$100	Careless Driving
9	85818708	4/24/15	Fri	37	8:00	Fri	4/24/15	None	37	8:00	Fri	4/24/15	None	37	0	0	1	Rear End	\$7,000	Careless Driving
10	84662079	4/27/15	Mon	32	0:30	Mon	4/27/15	Yes	32	0:30	Mon	4/27/15	Yes	32	0	0	1	Hit Curb	\$1,000	Careless Driving
11	85817724	5/4/15	Mon	54	18:15	Mon	5/4/15	None	54	18:15	Mon	5/4/15	None	54	0	1	3	Rear End	\$2,000	Careless Driving
12	85817501	5/13/15	Wed	18	12:02	Wed	5/13/15	None	18	12:02	Wed	5/13/15	None	18	0	0	1	Left Turn	\$6,000	FTYRW
13	83062348	5/17/15	Sun	44	17:30	Sun	5/17/15	None	44	17:30	Sun	5/17/15	None	44	0	0	1	Sideswipe	\$2,500	FTYRW
14	84927956	5/19/15	Tue	Unknown	22:00	Tue	5/19/15	None	Unknown	22:00	Tue	5/19/15	None	Unknown	0	0	1	Left Turn	\$4,000	FTYRW
15	85818543	5/29/15	Fri	79	17:35	Fri	5/29/15	None	79	17:35	Fri	5/29/15	None	79	0	0	1	Left Turn	\$2,000	FTYRW
16	85818544	5/29/15	Fri	26	18:20	Fri	5/29/15	None	26	18:20	Fri	5/29/15	None	26	0	0	1	Left Turn	\$2,000	FTYRW
17	85820817	6/2/15	Tue	82	17:05	Tue	6/2/15	None	82	17:05	Tue	6/2/15	None	82	0	0	1	Angle	\$2,000	FTYRW
18	85820241	6/30/15	Tue	20	18:08	Tue	6/30/15	None	20	18:08	Tue	6/30/15	None	20	0	1	2	Rear End	\$600	Careless Driving
19	85816498	8/3/15	Mon	15	19:00	Mon	8/3/15	None	15	19:00	Mon	8/3/15	None	15	0	0	1	Angle	\$1,000	Ran Red Light
20	84927963	8/18/15	Tue	18	22:45	Tue	8/18/15	None	18	22:45	Tue	8/18/15	None	18	0	0	1	Left Turn	\$10,000	FTYRW
21	85822183	8/21/15	Fri	77	9:10	Fri	8/21/15	None	77	9:10	Fri	8/21/15	None	77	0	2	2	Angle	\$8,000	Ran Red Light
22	85824259	10/3/15	Sat	39	14:35	Sat	10/3/15	None	39	14:35	Sat	10/3/15	None	39	0	0	1	Angle	\$3,000	Improper Turn
23	84449092	11/17/15	Tue	38	5:50	Tue	11/17/15	None	38	5:50	Tue	11/17/15	None	38	0	0	1	Left Turn	\$2,000	FTYRW
24	84661392	11/18/15	Wed	Unknown	18:00	Wed	11/18/15	None	Unknown	18:00	Wed	11/18/15	None	Unknown	0	0	1	Sideswipe	\$200	Careless Driving

CRASH STATISTICS										INJURY SEVERITY										LIGHTING									
Total Number of Crashes	Total Number of Fatalities	Total Number of Injuries	Number of Fatal Crashes	Number of Injury Crashes	Total Property Damage	None	Possible	Non-Incapacitating	Incapacitating	Fatal	Daylight	Dark (SL)	Dark (No SL)	Dusk	Dawn														
24	0	14	0	9	\$112,400	15	6	3	0	0	16	7	0	0	1														
100%	N/A	N/A	0%	38%	N/A	63%	25%	13%	0%	0%	67%	29%	0%	0%	4%														
HARMFUL EVENT																													
ROADWAY CONDITION																													
Wet	Dry	Unknown	Rear End	Head-On	Angle	Left Turn	Right Turn	Sideswipe	Backed Into	Parked Car	Coll W/IMV on Roadway	Pedestrian	Bike	Bike (Bike Lane)	Moped														
6	18	0	5	0	7	9	0	2	0	0	0	0	0	0	0														
25%	75%	0%	21%	0%	29%	38%	0%	8%	0%	0%	0%	0%	0%	0%	0%														
			Train	Animal	Hit Sign/Sign Post	Hit Utility Pole	Hit Guardrail	Hit Fence	Hit Concrete Barrier Wall	Hit Br/Pier/Abutt	Hit Const Barrier/Sign/Br/Pier/Abutt	Traffic Gate	Crash Attenuator	Fixed Object Above Road	Other Fixed Object														
			0	0	0	0	0	0	0	0	0	0	0	0	0														
			0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%														
			Moveable Object	Ran Into Ditch/Culvert	Ran Off Rd Into Water	Overturned	Occupant Fall From Vehicle	Trac/Trail Jackknifed	Fire	Explosion	Median Crossover	Hit Tree	Hit Curb																
			0	0	0	0	0	0	0	0	0	0	1																
			0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%																
CONTRIBUTING CAUSE																													
Alcohol/Drugs Under Influence	Careless Driving	FTYRW	Improper Backing	Improper Lane Change	Improper Turn	Followed Too Closely	Disregarded Traffic Signal	Exceeded Safe Speed Limit	Disregarded Stop Sign	Failed to Maintain Equipment	Improper Passing	Drove Left of Center	Exceeded Stated Safe Speed Limit	Obstructing Traffic	Improper Load														
0	7	8	0	0	1	0	7	0	0	0	0	0	0	0	0														
0%	29%	33%	0%	0%	4%	0%	29%	0%	0%	0%	0%	0%	0%	0%	0%														
Disregarded Other Traffic Control	Driving Wrong Side/Way	Fleeing Police	Vehicle Modified	Driver Distraction	No Improper Driving	Unknown	All Other	Medical	Lost Control	Animal in Roadway																			
0	0	0	0	1	0	0	0	0	0	0																			
0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%																			

COLLISION DATA

State Road: Monument Road
 Intersecting Roadway: Trednick Parkway
 Source Data: CARS and Signal Four Analytics

County: Duval
 City: Jacksonville

No.	Study Period		Date	Day	Time	Driver 1 Age	Months		Roadway Surface	Weather	Number of Fatalities	Number of Injuries	Most Severe Injury	Harmful Event	Property Damage	Contributing Cause
	From	To					12/31/2016	12								
1	86174102	1/27/16	Wed	7:00	31	None	Daylight	Wet	Rain	0	0	1	Angle	\$12,000	Ran Red Light	
2	84449094	1/30/16	Sat	11:00	61	None	Daylight	Dry	Clear	0	0	1	Angle	\$4,000	Careless Driving	
3	86176982	2/15/16	Mon	22:15	21	None	Dark (SL)	Dry	Clear	0	0	1	Left Turn	\$10,000	FTYRW	
4	86176610	2/18/16	Thu	12:30	67	None	Daylight	Dry	Clear	0	0	1	Rear End	\$11,000	Followed Too Closely	
5	86180920	4/1/16	Fri	16:25	57	None	Daylight	Dry	Clear	0	0	1	Rear End	\$1,500	Careless Driving	
6	86179670	4/6/16	Wed	17:50	52	None	Daylight	Dry	Clear	0	0	1	Angle	\$3,000	FTYRW	
7	86176986	4/11/16	Mon	21:00	75	None	Dark (SL)	Dry	Clear	0	0	1	Angle	\$6,000	Ran Red Light	
8	86176988	4/16/16	Sat	22:45	21	Yes	Dark (SL)	Wet	Rain	0	0	1	Angle	\$10,000	Careless Driving	
9	86178476	6/1/16	Wed	12:50	50	None	Daylight	Dry	Clear	0	0	1	Angle	\$4,000	Ran Red Light	
10	86177045	6/18/16	Sat	12:30	77	None	Daylight	Dry	Clear	0	0	1	Sideswipe	\$1,100	Careless Driving	
11	86176995	7/22/16	Fri	21:00	36	None	Dark (SL)	Dry	Clear	0	0	1	Angle	\$10,000	Ran Red Light	
12	86180424	9/4/16	Sun	17:45	54	None	Daylight	Dry	Clear	0	0	1	Left Turn	\$1,500	FTYRW	
13	86174847	9/27/16	Tue	20:00	21	None	Dark (SL)	Dry	Clear	0	1	3	Angle	\$11,000	Careless Driving	
14	86644483	10/5/16	Wed	22:00	18	None	Dark (SL)	Wet	Rain	0	0	1	Left Turn	\$3,000	FTYRW	
15	86641494	10/15/16	Sat	3:45	30	None	Dark (SL)	Dry	Clear	0	0	1	Left Turn	\$3,000	FTYRW	
16	86645737	12/19/16	Mon	7:49	26	None	Daylight	Dry	Clear	0	0	1	Left Turn	\$4,000	FTYRW	

CRASH STATISTICS					INJURY SEVERITY					LIGHTING						
Total Number of Crashes	Total Number of Fatalities	Total Number of Injuries	Number of Fatal Crashes	Number of Injury Crashes	Total Property Damage	None	Possible	Non-Incapacitating	Incapacitating	Fatal	Daylight	Dark (SL)	Dark (No SL)	Dusk	Dawn	
16	0	1	0	1	\$95,100	15	0	1	0	0	9	7	0	0	0	
100%	N/A	N/A	0%	6%	N/A	94%	0%	6%	0%	0%	56%	44%	0%	0%	0%	
HARMFUL EVENT																
ROADWAY CONDITION																
Wet	Dry	Unknown	Rear End	Head-On	Angle	Left Turn	Right Turn	Sideswipe	Backed Into	Parked Car	Coll W/IMV on Roadway	Pedestrian	Bike	Bike (Bike Lane)	Moped	
3	13	0	2	0	8	5	0	1	0	0	0	0	0	0	0	
19%	81%	0%	13%	0%	50%	31%	0%	6%	0%	0%	0%	0%	0%	0%	0%	
			Train	Animal	Hit Sign/Sign Post	Hit Utility Pole	Hit Guardrail	Hit Fence	Hit Concrete Barrier Wall	Hit Br/Pier/Abutt	Hit Const Barrier/Sign/Br/Pier/Abutt	Traffic Gate	Crash Attenuator	Fixed Object Above Road	Other Fixed Object	
			0	0	0	0	0	0	0	0	0	0	0	0	0	
			0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
			Moveable Object	Ran Into Ditch/Culvert	Ran Off Rd Into Water	Overturned	Occupant Fall From Vehicle	Trac/Trail Jackknifed	Fire	Explosion	Median Crossover	Hit Tree	Hit Curb			
			0	0	0	0	0	0	0	0	0	0	0			
			0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
CONTRIBUTING CAUSE																
Alcohol/Drugs Under Influence	Careless Driving	FTYRW	Improper Backing	Improper Lane Change	Improper Turn	Followed Too Closely	Disregarded Traffic Signal	Exceeded Safe Speed Limit	Disregarded Stop Sign	Failed to Maintain Equipment	Improper Passing	Drove Left of Center	Exceeded Stated Safe Speed Limit	Obstructing Traffic	Improper Load	
0	5	6	0	0	0	1	4	0	0	0	0	0	0	0	0	
0%	31%	38%	0%	0%	0%	6%	25%	0%	0%	0%	0%	0%	0%	0%	0%	
Disregarded Other Traffic Control	Driving Wrong Side/Way	Fleeing Police	Vehicle Modified	Driver Distraction	No Improper Driving	Unknown	All Other	Medical	Lost Control	Animal in Roadway						
0	0	0	0	0	0	0	0	0	0	0						
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						

Appendix B
24-Hour Counts

24 HOUR MACHINE COUNTS

Location: Monument Parkway @ Trednick Parkway

County: Duval

Date of Count: November 30, 2016

North / South Street: Monument Parkway

East / West Street: Trednick Parkway

Time			NB/SB			EB/WB	Grand
Begin	NB	SB	Total	EB	WB	Total	Total
12:00 AM	102	109	211	47	28	75	286
1:00 AM	63	77	140	29	13	42	182
2:00 AM	43	54	97	25	8	33	130
3:00 AM	46	40	86	8	8	16	102
4:00 AM	88	102	190	47	24	71	261
5:00 AM	186	210	396	130	68	198	594
6:00 AM	347	652	999	233	70	303	1302
7:00 AM	546	1161	1707	434	85	519	2226
8:00 AM	589	1108	1697	342	81	423	2120
9:00 AM	464	894	1358	279	69	348	1706
10:00 AM	508	869	1377	324	70	394	1771
11:00 AM	583	936	1519	363	51	414	1933
12:00 PM	690	972	1662	415	80	495	2157
1:00 PM	681	1048	1729	477	75	552	2281
2:00 PM	765	973	1738	490	65	555	2293
3:00 PM	844	1040	1884	520	75	595	2479
4:00 PM	918	1069	1987	654	73	727	2714
5:00 PM	1037	1131	2168	738	92	830	2998
6:00 PM	810	1072	1882	565	112	677	2559
7:00 PM	565	811	1376	417	91	508	1884
8:00 PM	438	570	1008	318	70	388	1396
9:00 PM	453	467	920	307	66	373	1293
10:00 PM	333	355	688	219	40	259	947
11:00 PM	228	254	482	141	47	188	670
TOTAL	11327	15974	27301	7522	1461	8983	36284

Metric Engineering, Inc.
 615 Crescent Executive Court
 Suite 524
 Lake Mary, FL 32746

Monument Parkway @ Trednick Parkway
 Northbound/Southbound

Start Time	30-Nov-16 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		40	200			33	213				
12:15		31	118			33	269				
12:30		18	127			17	255				
12:45		13	245	102	690	26	235	109	972	211	1662
01:00		17	145			26	249				
01:15		15	148			15	252				
01:30		18	182			19	250				
01:45		13	206	63	681	17	297	77	1048	140	1729
02:00		11	208			15	266				
02:15		15	174			14	243				
02:30		9	186			10	236				
02:45		8	197	43	765	15	228	54	973	97	1738
03:00		12	199			7	237				
03:15		9	215			12	260				
03:30		10	210			6	264				
03:45		15	220	46	844	15	279	40	1040	86	1884
04:00		15	205			32	268				
04:15		13	236			20	270				
04:30		25	225			28	285				
04:45		35	252	88	918	22	246	102	1069	190	1987
05:00		23	237			47	275				
05:15		46	289			33	318				
05:30		45	267			68	249				
05:45		72	244	186	1037	62	289	210	1131	396	2168
06:00		38	214			161	311				
06:15		78	256			146	285				
06:30		85	144			181	234				
06:45		146	196	347	810	164	242	652	1072	999	1882
07:00		125	175			283	231				
07:15		137	127			283	215				
07:30		129	150			301	187				
07:45		155	113	546	565	294	178	1161	811	1707	1376
08:00		160	148			309	138				
08:15		141	115			265	142				
08:30		176	96			292	139				
08:45		112	79	589	438	242	151	1108	570	1697	1008
09:00		85	132			217	136				
09:15		82	133			228	138				
09:30		115	113			217	110				
09:45		182	75	464	453	232	83	894	467	1358	920
10:00		103	110			214	98				
10:15		108	78			209	96				
10:30		132	80			226	77				
10:45		165	65	508	333	220	84	869	355	1377	688
11:00		115	78			210	76				
11:15		180	49			241	70				
11:30		133	49			242	58				
11:45		155	52	583	228	243	50	936	254	1519	482
Total		3565	7762			6212	9762			9777	17524
Percent		31.5%	68.5%			38.9%	61.1%			35.8%	64.2%
Grand Total		3565	7762			6212	9762			9777	17524
Percent		31.5%	68.5%			38.9%	61.1%			35.8%	64.2%

ADT ADT 14,710 AADT 14,710

Metric Engineering, Inc.
 615 Crescent Executive Court
 Suite 524
 Lake Mary, FL 32746

Monument Parkway @ Trednick Parkway
 Eastbound/Westbound

Start Time	30-Nov-16 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	97			8	16				
12:15		12	107			2	9				
12:30		12	102			11	20				
12:45		11	109	47	415	7	35	28	80	75	495
01:00		7	122			5	19				
01:15		7	119			4	22				
01:30		8	116			1	28				
01:45		7	120	29	477	3	6	13	75	42	552
02:00		6	120			3	24				
02:15		6	122			1	20				
02:30		6	125			3	16				
02:45		7	123	25	490	1	5	8	65	33	555
03:00		2	136			4	4				
03:15		2	129			0	4				
03:30		2	127			1	23				
03:45		2	128	8	520	3	44	8	75	16	595
04:00		13	167			2	8				
04:15		14	161			9	22				
04:30		10	162			1	22				
04:45		10	164	47	654	12	21	24	73	71	727
05:00		31	191			21	35				
05:15		31	182			8	34				
05:30		35	183			14	9				
05:45		33	182	130	738	25	14	68	92	198	830
06:00		58	145			10	70				
06:15		59	137			16	34				
06:30		56	141			19	5				
06:45		60	142	233	565	25	3	70	112	303	677
07:00		117	101			21	28				
07:15		107	100			23	43				
07:30		103	107			22	1				
07:45		107	109	434	417	19	19	85	91	519	508
08:00		87	83			16	7				
08:15		88	79			64	38				
08:30		86	78			1	13				
08:45		81	78	342	318	0	12	81	70	423	388
09:00		71	77			13	28				
09:15		73	79			18	16				
09:30		73	76			31	12				
09:45		62	75	279	307	7	10	69	66	348	373
10:00		80	57			31	12				
10:15		83	54			11	2				
10:30		83	54			15	14				
10:45		78	54	324	219	13	12	70	40	394	259
11:00		90	34			16	11				
11:15		89	37			7	19				
11:30		93	36			2	9				
11:45		91	34	363	141	26	8	51	47	414	188
Total		2261	5261			575	886			2836	6147
Percent		30.1%	69.9%			39.4%	60.6%			31.6%	68.4%
Grand Total		2261	5261			575	886			2836	6147
Percent		30.1%	69.9%			39.4%	60.6%			31.6%	68.4%

ADT ADT 8,983 AADT 8,983

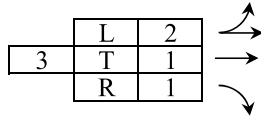
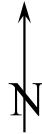
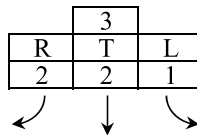
Appendix C
8-Hour TMC

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

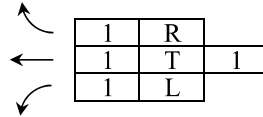
SUMMARY OF VEHICLE MOVEMENTS

Location: Monument Road @ Trednick Parkway **Section:** 0
North/ South Street: Monument Road **M.P.** 0.000
East/ West Street: Trednick Parkway **City:** Jacksonville
Observer(s): Peter Soto **County:** Duval
Weather: Good **Date:** November 30, 2016
Road Condition: Good
Remarks: _____

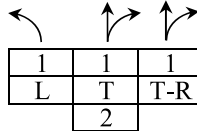
SB Street Name: Monument Road



EB Street Name:
Trednick Parkway



WB Street Name:
Trednick Parkway



NB Street Name: Monument Road

Time Begin/End	Northbound					Southbound					Total N/S	Eastbound					Westbound					Total E/W
	L	T	R	U	Total	L	T	R	U	Total		L	T	R	U	Total	L	T	R	U	Total	
6:30-7:30	48	358	31	0	437	87	369	511	12	979	1416	254	20	26	1	301	29	36	20	0	85	386
7:30-8:30	74	467	31	0	572	82	621	510	17	1230	1802	335	16	59	0	410	26	29	20	0	75	485
8:30-9:30	66	362	38	0	466	69	502	388	20	979	1445	216	8	23	0	247	17	32	21	0	70	317
12:30-1:30	130	500	31	0	661	74	574	323	42	1013	1674	396	21	46	0	463	33	25	21	0	79	542
1:30-2:30	108	568	33	0	709	57	601	349	47	1054	1763	380	20	32	1	433	28	24	11	0	63	496
3:30-4:30	127	709	31	0	867	101	639	414	49	1203	2070	517	26	49	0	592	18	24	28	0	70	662
4:30-5:30	128	806	42	0	976	104	654	449	56	1263	2239	723	27	54	1	805	40	38	19	0	97	902
5:30-6:30	136	766	39	0	941	98	705	422	56	1281	2222	585	12	60	0	657	41	50	22	0	113	770
Total	817	4536	276	0	5629	672	4665	3366	299	9002	14631	3406	150	349	3	3908	232	258	162	0	652	4560

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN VOLUME SHEET

Location: Monument Road @ Trednick Parkway **Section:** 0
North/ South Street: Monument Road **M.P.:** 0.000
East/ West Street: Trednick Parkway **City:** Jacksonville
Observer(s): Peter Soto **County:** Duval
Weather: Good **Date:** November 30, 2016

Remarks: _____

SB Street Name: Monument Road



6:30	7:30	8:30	12:30	1:30	3:30	4:30	5:30	Total
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	1
0	1	0	0	0	0	0	0	1

6:30	1	0	1
7:30	1	0	1
8:30	0	0	0
12:30	2	0	2
1:30	0	0	0
3:30	0	2	2
4:30	0	0	0
5:30	0	0	0
Total	4	2	6

EB Street Name:
Trednick Parkway

WB Street Name:
Trednick Parkway

6:30	3	4	7
7:30	2	1	3
8:30	1	0	1
12:30	4	1	5
1:30	1	1	2
3:30	2	2	4
4:30	1	1	2
5:30	0	2	2
Total	14	12	26

6:30	7:30	8:30	12:30	1:30	3:30	4:30	5:30	Total
0	0	1	0	1	0	0	0	2
0	1	0	0	3	0	0	0	4
0	1	1	0	4	0	0	0	6

NB Street Name: Monument Road

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE VOLUME SHEET

Location: Monument Road @ Trednick Parkway
North/ South Street: Monument Road
East/ West Street: Trednick Parkway
Observer(s): Peter Soto
Weather: Good

Section: 0
M.P.: 0.000
City: Jacksonville
County: Duval
Date: November 30, 2016

Remarks: _____

SB Street Name: Monument Road



6:30	7:30	8:30	12:30	1:30	3:30	4:30	5:30	Total
0	1	1	0	0	1	0	0	3
0	0	0	2	0	1	0	0	3
0	1	1	2	0	2	0	0	6

EB Street Name:
Trednick Parkway

WB Street Name:
Trednick Parkway

6:30	0	0	0
7:30	2	0	2
8:30	0	0	0
12:30	1	1	2
1:30	0	0	0
3:30	0	2	2
4:30	1	0	1
5:30	0	0	0
Total	4	3	7

6:30	0	0	0
7:30	0	1	1
8:30	1	1	2
12:30	0	0	0
1:30	0	0	0
3:30	0	1	1
4:30	1	0	1
5:30	0	0	0
Total	2	3	5

6:30	7:30	8:30	12:30	1:30	3:30	4:30	5:30	Total
0	1	0	0	1	0	0	0	2
0	0	1	0	0	1	0	0	2
0	1	1	0	1	1	0	0	4

NB Street Name: Monument Road

Metric Engineering, Inc.

615 Crescent Executive Court
Suite 524
Lake Mary, FL 32746

File Name : Monument Rd @ Trednick Pkwy
Site Code : 00000000
Start Date : 11/30/2016
Page No : 1

Location:
Monument Road @ Trednick Parkway

Groups Printed- Autos - Trucks

Start Time	Monument Road Southbound					Trednick Parkway Westbound					Monument Road Northbound					Trednick Parkway Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
06:30 AM	14	55	104	4	177	4	6	0	0	10	11	84	6	0	101	54	4	1	0	59	347
06:45 AM	24	84	119	1	228	4	9	4	0	17	5	80	6	0	91	58	6	1	0	65	401
Total	38	139	223	5	405	8	15	4	0	27	16	164	12	0	192	112	10	2	0	124	748
07:00 AM	30	114	138	1	283	16	12	8	0	36	17	92	10	0	119	64	4	3	1	72	510
07:15 AM	19	116	150	6	291	5	9	8	0	22	15	102	9	0	126	78	6	21	0	105	544
07:30 AM	17	118	151	7	293	10	7	2	0	19	17	104	3	0	124	106	3	19	0	128	564
07:45 AM	21	173	117	1	312	4	3	7	0	14	18	116	7	0	141	77	2	17	0	96	563
Total	87	521	556	15	1179	35	31	25	0	91	67	414	29	0	510	325	15	60	1	401	2181
08:00 AM	21	177	122	2	322	7	6	4	0	17	18	138	12	0	168	59	5	12	0	76	583
08:15 AM	23	153	120	7	303	5	13	7	0	25	21	109	9	0	139	93	6	11	0	110	577
08:30 AM	21	150	128	6	305	3	10	6	0	19	21	110	11	0	142	49	3	7	0	59	525
08:45 AM	17	123	98	6	244	5	11	5	0	21	15	79	7	0	101	58	1	5	0	64	430
Total	82	603	468	21	1174	20	40	22	0	82	75	436	39	0	550	259	15	35	0	309	2115
09:00 AM	16	102	98	4	220	7	6	4	0	17	19	74	14	0	107	58	2	8	0	68	412
09:15 AM	15	127	64	4	210	2	5	6	0	13	11	99	6	0	116	51	2	3	0	56	395
Total	31	229	162	8	430	9	11	10	0	30	30	173	20	0	223	109	4	11	0	124	807
12:30 PM	13	140	86	7	246	5	6	4	0	15	27	132	8	0	167	94	10	10	0	114	542
12:45 PM	21	145	70	18	254	11	9	6	0	26	41	117	11	0	169	102	1	12	0	115	564
Total	34	285	156	25	500	16	15	10	0	41	68	249	19	0	336	196	11	22	0	229	1106
01:00 PM	22	151	86	11	270	10	6	6	0	22	33	122	5	0	160	91	5	8	0	104	556
01:15 PM	18	138	81	6	243	7	4	5	0	16	29	129	7	0	165	109	5	16	0	130	554
01:30 PM	16	163	89	8	276	5	7	6	0	18	24	138	6	0	168	101	6	8	0	115	577
01:45 PM	10	170	86	16	282	6	7	3	0	16	25	153	9	0	187	71	7	8	0	86	571
Total	66	622	342	41	1071	28	24	20	0	72	111	542	27	0	680	372	23	40	0	435	2258
02:00 PM	15	150	88	12	265	9	5	1	0	15	30	148	10	0	188	103	4	11	1	119	587
02:15 PM	16	118	86	11	231	8	5	1	0	14	29	129	8	0	166	105	3	5	0	113	524
Total	31	268	174	23	496	17	10	2	0	29	59	277	18	0	354	208	7	16	1	232	1111
03:30 PM	15	166	111	11	303	4	7	5	0	16	32	187	4	0	223	105	8	7	0	120	662
03:45 PM	28	153	101	12	294	4	5	6	0	15	31	162	6	0	199	141	5	12	0	158	666
Total	43	319	212	23	597	8	12	11	0	31	63	349	10	0	422	246	13	19	0	278	1328
04:00 PM	25	147	100	12	284	5	5	9	0	19	32	182	11	0	225	131	4	14	0	149	677
04:15 PM	33	173	102	14	322	5	7	8	0	20	32	178	10	0	220	140	9	16	0	165	727
04:30 PM	33	174	107	14	328	16	5	3	0	24	28	205	15	0	248	139	7	16	0	162	762
04:45 PM	30	172	108	9	319	12	12	6	0	30	26	154	9	0	189	194	8	10	1	213	751
Total	121	666	417	49	1253	38	29	26	0	93	118	719	45	0	882	604	28	56	1	689	2917
05:00 PM	20	167	111	20	318	4	14	7	0	25	28	237	6	0	271	171	4	13	0	188	802
05:15 PM	21	141	123	13	298	8	7	3	0	18	46	210	12	0	268	219	8	15	0	242	826
05:30 PM	21	188	109	17	335	12	13	5	0	30	29	191	10	0	230	147	4	12	0	163	758
05:45 PM	30	167	97	7	301	7	11	2	0	20	41	225	9	0	275	145	4	17	0	166	762
Total	92	663	440	57	1252	31	45	17	0	93	144	863	37	0	1044	682	20	57	0	759	3148
06:00 PM	25	179	112	15	331	10	14	4	0	28	38	192	5	0	235	148	2	19	0	169	763
06:15 PM	22	171	104	17	314	12	12	11	0	35	28	158	15	0	201	145	2	12	0	159	709
Grand Total	672	4665	3366	299	9002	232	258	162	0	652	817	4536	276	0	5629	3406	150	349	3	3908	19191
Apprch %	7.5	51.8	37.4	3.3		35.6	39.6	24.8	0		14.5	80.6	4.9	0		87.2	3.8	8.9	0.1		
Total %	3.5	24.3	17.5	1.6	46.9	1.2	1.3	0.8	0	3.4	4.3	23.6	1.4	0	29.3	17.7	0.8	1.8	0	20.4	
Autos	646	4545	3298	299	8788	224	250	155	0	629	792	4401	260	0	5453	3355	146	343	3	3847	18717
% Autos	96.1	97.4	98	100	97.6	96.6	96.9	95.7	0	96.5	96.9	97	94.2	0	96.9	98.5	97.3	98.3	100	98.4	97.5

Metric Engineering, Inc.

615 Crescent Executive Court
Suite 524
Lake Mary, FL 32746

File Name : Monument Rd @ Trednick Pkwy
Site Code : 00000000
Start Date : 11/30/2016
Page No : 2

Location:
Monument Road @ Trednick Parkway

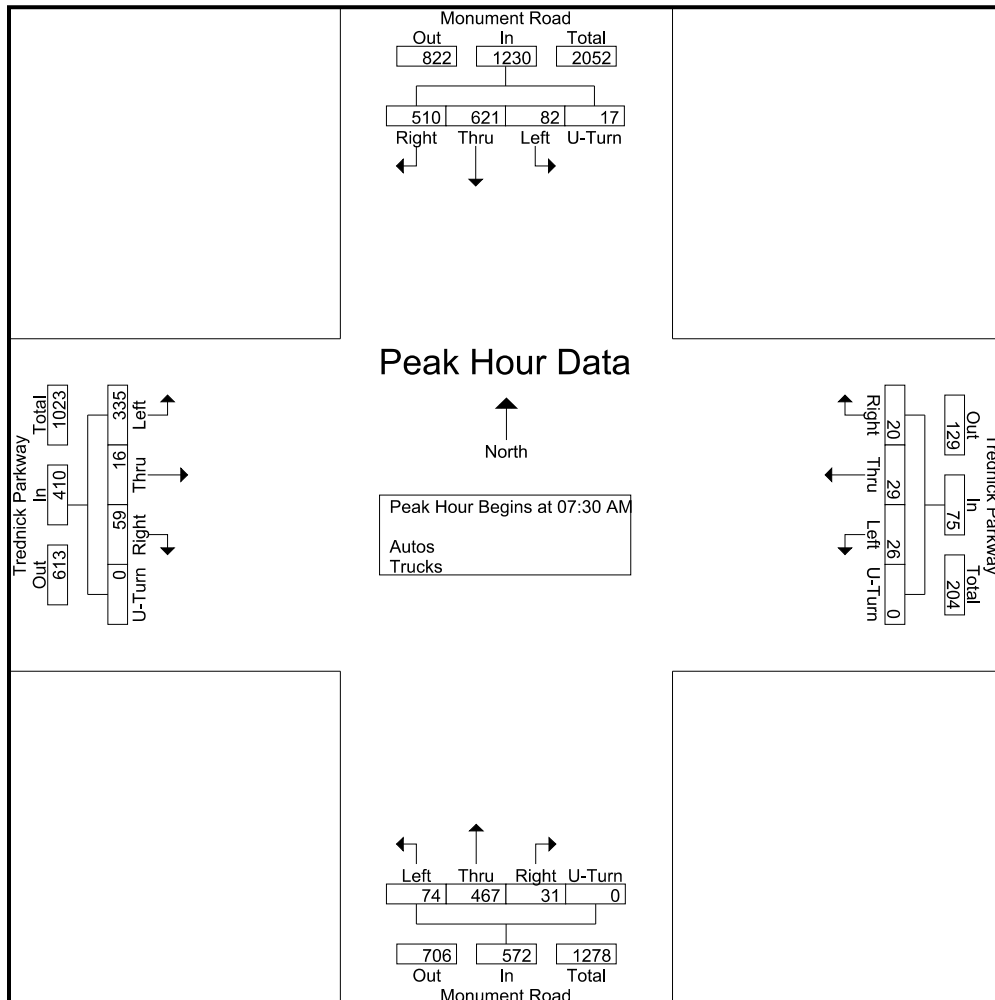
Groups Printed- Autos - Trucks

	Monument Road Southbound					Trednick Parkway Westbound					Monument Road Northbound					Trednick Parkway Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
Trucks	26	120	68	0	214	8	8	7	0	23	25	135	16	0	176	51	4	6	0	61	474
% Trucks	3.9	2.6	2	0	2.4	3.4	3.1	4.3	0	3.5	3.1	3	5.8	0	3.1	1.5	2.7	1.7	0	1.6	2.5

Start Time	Monument Road Southbound					Trednick Parkway Westbound					Monument Road Northbound					Trednick Parkway Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM

07:30 AM	17	118	151	7	293	10	7	2	0	19	17	104	3	0	124	106	3	19	0	128	564
07:45 AM	21	173	117	1	312	4	3	7	0	14	18	116	7	0	141	77	2	17	0	96	563
08:00 AM	21	177	122	2	322	7	6	4	0	17	18	138	12	0	168	59	5	12	0	76	583
08:15 AM	23	153	120	7	303	5	13	7	0	25	21	109	9	0	139	93	6	11	0	110	577
Total Volume	82	621	510	17	1230	26	29	20	0	75	74	467	31	0	572	335	16	59	0	410	2287
% App. Total	6.7	50.5	41.5	1.4		34.7	38.7	26.7	0		12.9	81.6	5.4	0		81.7	3.9	14.4	0		
PHF	.891	.877	.844	.607	.955	.650	.558	.714	.000	.750	.881	.846	.646	.000	.851	.790	.667	.776	.000	.801	.981



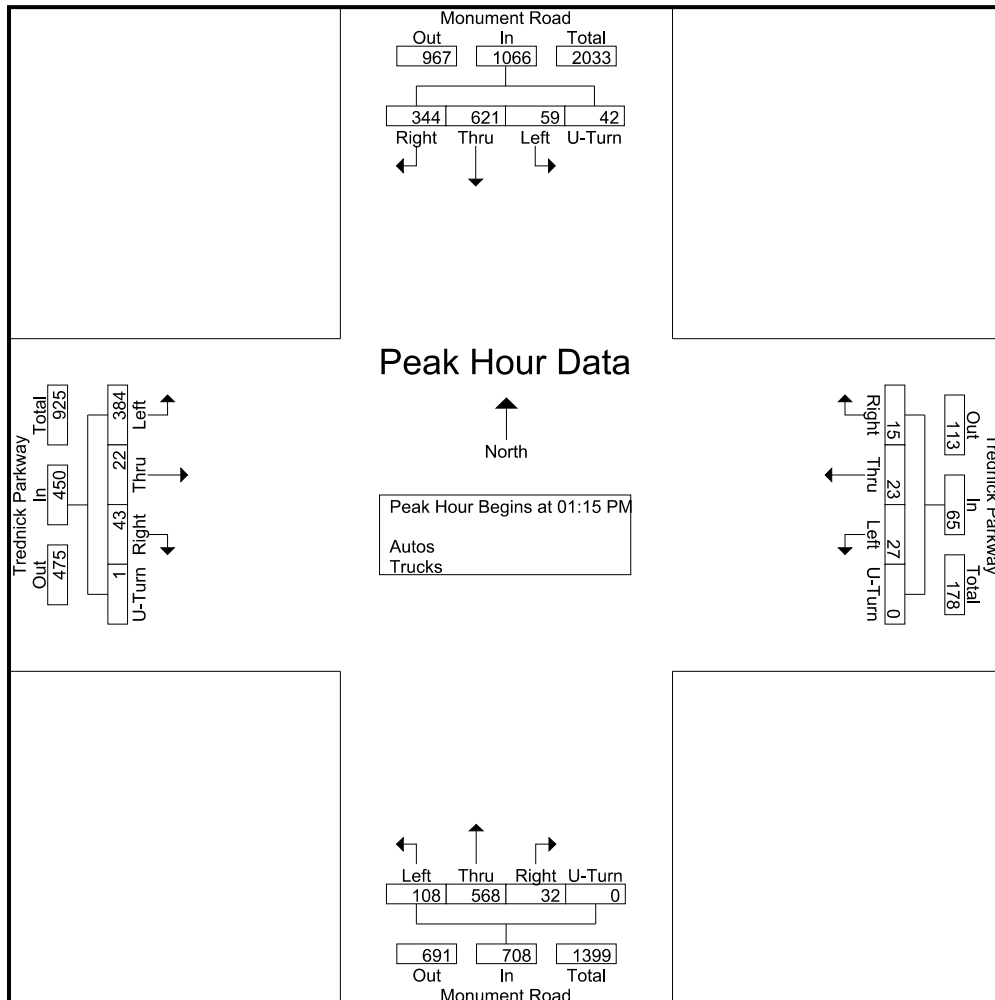
Metric Engineering, Inc.

615 Crescent Executive Court
Suite 524
Lake Mary, FL 32746

File Name : Monument Rd @ Trednick Pkwy
Site Code : 00000000
Start Date : 11/30/2016
Page No : 3

Location:
Monument Road @ Trednick Parkway

Start Time	Monument Road Southbound					Trednick Parkway Westbound					Monument Road Northbound					Trednick Parkway Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:15 PM																					
01:15 PM	18	138	81	6	243	7	4	5	0	16	29	129	7	0	165	109	5	16	0	130	554
01:30 PM	16	163	89	8	276	5	7	6	0	18	24	138	6	0	168	101	6	8	0	115	577
01:45 PM	10	170	86	16	282	6	7	3	0	16	25	153	9	0	187	71	7	8	0	86	571
02:00 PM	15	150	88	12	265	9	5	1	0	15	30	148	10	0	188	103	4	11	1	119	587
Total Volume	59	621	344	42	1066	27	23	15	0	65	108	568	32	0	708	384	22	43	1	450	2289
% App. Total	5.5	58.3	32.3	3.9		41.5	35.4	23.1	0		15.3	80.2	4.5	0		85.3	4.9	9.6	0.2		
PHF	.819	.913	.966	.656	.945	.750	.821	.625	.000	.903	.900	.928	.800	.000	.941	.881	.786	.672	.250	.865	.975



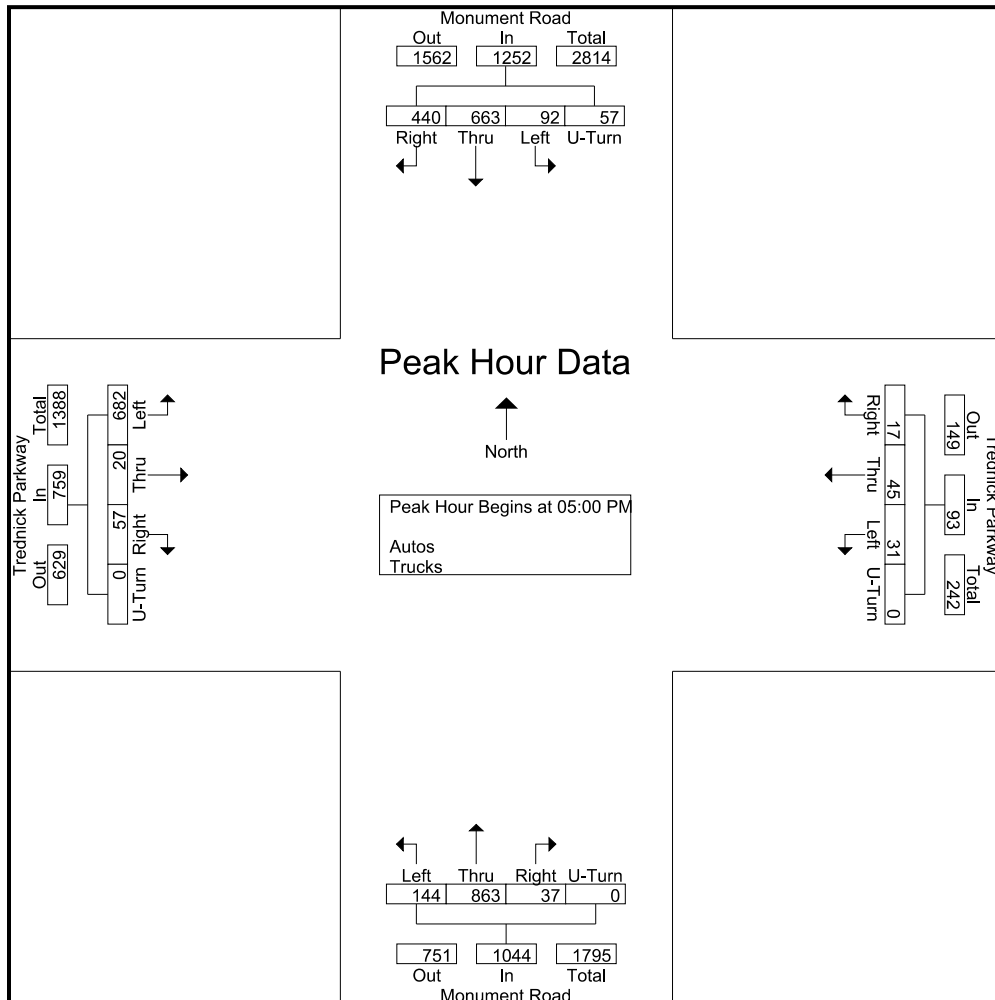
Metric Engineering, Inc.

615 Crescent Executive Court
Suite 524
Lake Mary, FL 32746

File Name : Monument Rd @ Trednick Pkwy
Site Code : 00000000
Start Date : 11/30/2016
Page No : 4

Location:
Monument Road @ Trednick Parkway

Start Time	Monument Road Southbound					Trednick Parkway Westbound					Monument Road Northbound					Trednick Parkway Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	20	167	111	20	318	4	14	7	0	25	28	237	6	0	271	171	4	13	0	188	802
05:15 PM	21	141	123	13	298	8	7	3	0	18	46	210	12	0	268	219	8	15	0	242	826
05:30 PM	21	188	109	17	335	12	13	5	0	30	29	191	10	0	230	147	4	12	0	163	758
05:45 PM	30	167	97	7	301	7	11	2	0	20	41	225	9	0	275	145	4	17	0	166	762
Total Volume	92	663	440	57	1252	31	45	17	0	93	144	863	37	0	1044	682	20	57	0	759	3148
% App. Total	7.3	53	35.1	4.6		33.3	48.4	18.3	0		13.8	82.7	3.5	0		89.9	2.6	7.5	0		
PHF	.767	.882	.894	.713	.934	.646	.804	.607	.000	.775	.783	.910	.771	.000	.949	.779	.625	.838	.000	.784	.953



Metric Engineering, Inc.

615 Crescent Executive Court
Suite 524
Lake Mary, FL 32746

Location:
Monument Road @ Trednick Parkway

File Name : Monument Rd @ Trednick Pkwy
Site Code : 00000000
Start Date : 11/30/2016
Page No : 1

Groups Printed- Trucks

Start Time	Monument Road Southbound					Trednick Parkway Westbound					Monument Road Northbound					Trednick Parkway Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
06:30 AM	0	1	5	0	6	1	0	0	0	1	3	2	0	0	5	2	0	0	0	2	14
06:45 AM	5	3	2	0	10	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	15
Total	5	4	7	0	16	1	0	0	0	1	3	5	0	0	8	2	1	1	0	4	29
07:00 AM	7	4	1	0	12	2	1	0	0	3	1	4	2	0	7	1	0	0	0	1	23
07:15 AM	0	2	2	0	4	0	0	0	0	0	1	6	1	0	8	2	0	0	0	2	14
07:30 AM	1	1	1	0	3	2	2	0	0	4	2	3	0	0	5	1	1	0	0	2	14
07:45 AM	1	8	5	0	14	0	0	0	0	0	2	4	0	0	6	2	0	0	0	2	22
Total	9	15	9	0	33	4	3	0	0	7	6	17	3	0	26	6	1	0	0	7	73
08:00 AM	3	2	3	0	8	0	1	1	0	2	1	9	1	0	11	1	0	0	0	1	22
08:15 AM	1	11	5	0	17	0	1	1	0	2	1	5	1	0	7	5	0	0	0	5	31
08:30 AM	1	10	6	0	17	0	0	1	0	1	2	7	2	0	11	2	0	0	0	2	31
08:45 AM	1	2	1	0	4	0	0	1	0	1	1	5	0	0	6	3	0	1	0	4	15
Total	6	25	15	0	46	0	2	4	0	6	5	26	4	0	35	11	0	1	0	12	99
09:00 AM	0	6	2	0	8	0	1	0	0	1	0	5	1	0	6	0	0	0	0	0	15
09:15 AM	1	5	1	0	7	0	0	0	0	0	0	9	0	0	9	3	0	1	0	4	20
Total	1	11	3	0	15	0	1	0	0	1	0	14	1	0	15	3	0	1	0	4	35
12:30 PM	0	4	4	0	8	0	0	0	0	0	1	4	3	0	8	0	1	0	0	1	17
12:45 PM	0	3	5	0	8	0	0	0	0	0	1	4	1	0	6	4	0	1	0	5	19
Total	0	7	9	0	16	0	0	0	0	0	2	8	4	0	14	4	1	1	0	6	36
01:00 PM	1	3	3	0	7	0	0	1	0	1	0	5	0	0	5	1	0	0	0	1	14
01:15 PM	0	3	2	0	5	1	0	0	0	1	0	5	0	0	5	2	1	0	0	3	14
01:30 PM	0	7	3	0	10	0	0	1	0	1	2	6	0	0	8	0	0	0	0	0	19
01:45 PM	1	4	3	0	8	0	1	0	0	1	0	7	1	0	8	1	0	1	0	2	19
Total	2	17	11	0	30	1	1	2	0	4	2	23	1	0	26	4	1	1	0	6	66
02:00 PM	0	8	0	0	8	0	0	0	0	0	1	10	0	0	11	2	0	0	0	2	21
02:15 PM	0	5	4	0	9	1	0	0	0	1	0	4	1	0	5	3	0	0	0	3	18
Total	0	13	4	0	17	1	0	0	0	1	1	14	1	0	16	5	0	0	0	5	39
03:30 PM	0	3	2	0	5	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	7
03:45 PM	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	3	0	0	0	3	13
Total	0	6	2	0	8	0	0	0	0	0	2	7	0	0	9	3	0	0	0	3	20
04:00 PM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
04:15 PM	1	7	1	0	9	0	0	0	0	0	1	6	1	0	8	1	0	0	0	1	18
04:30 PM	1	0	1	0	2	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	7
04:45 PM	0	2	1	0	3	1	0	0	0	1	1	2	1	0	4	0	0	0	0	0	8
Total	2	11	4	0	17	1	0	0	0	1	2	13	2	0	17	3	0	0	0	3	38
05:00 PM	0	3	1	0	4	0	0	1	0	1	0	3	0	0	3	4	0	0	0	4	12
05:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	4
05:30 PM	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3	0	1	0	4	6
Total	0	8	2	0	10	0	1	1	0	2	2	3	0	0	5	9	0	1	0	10	27
06:00 PM	1	3	2	0	6	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	11
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	26	120	68	0	214	8	8	7	0	23	25	135	16	0	176	51	4	6	0	61	474
Apprch %	12.1	56.1	31.8	0		34.8	34.8	30.4	0		14.2	76.7	9.1	0		83.6	6.6	9.8	0		
Total %	5.5	25.3	14.3	0	45.1	1.7	1.7	1.5	0	4.9	5.3	28.5	3.4	0	37.1	10.8	0.8	1.3	0	12.9	

Appendix D

Cost Estimate, Benefit/Cost, Net Present Value, & CMF's

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1. PROJECT INFORMATION			
SUBMITTED BY <u>Metric Engineering</u>	ALTERNATIVE NO. <u>2</u>		
DATE SUBMITTED <u>3/31/2017</u>	SAFETY PRIORITY		
PROJECT NO. <u>Monument Road at Tredinick Parkway</u>	ENV. STUDY		
FPID NO. <u>N/A</u>	SKID (ID)		

2. FACILITY DESCRIPTION				
DISTRICT <u>2</u>	COUNTY <u>Duval</u>	SECTION <u>N/A</u>		
U.S. ROAD <u>N/A</u>	SR <u>N/A</u>	SPEED (MPH) <u>40</u>		
B.M.P.	E.M.P.	LENGTH	NODE	

LOCATION Monument Road at Tredinick Parkway
 FACILITY TYPE 4-lane divided urban roadway

CAUSE OF CRASH PROBLEM	This segment of roadway has 25 Rear End (24 Correctable), 30 Left Turn (29 Correctable), 44 Angle (39 Correctable), and 6 Sideswipe collisions. Total number of crashes between 2012 to 2016 = 110 collisions.
PROPOSED IMPROVEMENTS (LIST AND DISCUSS):	Add signal backplates with retroreflective yellow sheeting to the eastbound and westbound movements.
CRASH REDUCTION METHOD (EXPLAIN CRF AND SOURCE):	The Crash Reduction Factors (CRF) were selected using the Crash Modification Factors Clearinghouse: - Add signal backplates or visors. CRF 13% - Add 3-inch yellow retroreflective sheeting to signal backplates. CRF 15%
HIGH CRASH LISTINGS	

3. CRASH TYPE AND FREQUENCY															
CRASH TYPES	NO. OF CRASHES						CRF %	PREVENTED	CRASH INFORMATION FOR FACILITY				No. Years		
	2012	2013	2014	2015	2016	A. COST PER CRASH:			\$						
NB AND SB APPROACH CRASHES								3.30	A. COST PER CRASH:		\$	119,072.00		5	
Yellow retroreflective sheeting (Rear-End)	7	5	5	3	2	15%		4.35	B. CRASH CLEANUP:		\$100		per year		
Yellow retroreflective sheeting (Left Turn)	6	4	6	9	4	15%		4.65	C. INTEREST (DISCOUNT) RATE:		4.0%				
Yellow retroreflective sheeting (Angle)	6	11	4	6	4	15%		0.00							
								0.00							
								ANNUAL COST OF IMPROVEMENTS							
	2012	2013	2014	2015	2016	CRF %	PREVENTED		TYPE	COST	LIFE (YR)	CRF	COST/YR		
Install Backplates						13%	0.00	A. ROADWAY			10	0.1233			
							0.00	B. SIGNING			6	0.1908			
							0.00	C. EARTHWORK			10	0.1233			
							0.00	D. SIGNALS	\$	1,500.00	10	0.1233	\$ 184.94		
							0.00	E. MOT	\$	750.00	10	0.1233	\$ 92.47		
	2012	2013	2014	2015	2016	CRF %	PREVENTED	F. MOBILIZATION	\$	750.00	10	0.1233	\$ 92.47		
							0.00	G. CONTINGENCY	\$	300.00	10	0.1233	\$ 36.99		
							0.00	H. PE/CEI	\$	750.00	10	0.1233	\$ 92.47		
							0.00	SUBTOTAL	\$	4,050.00	10		\$ 499.33		
							0.00					CRASH CLEANUP	\$ 246.00		
							0.00					TOTAL ANNUAL COST	\$ 745.33		
TOTAL CRASHES (ALL TYPES)	19	20	15	18	10			NET PRESENT VALUE							
TOTAL CRASHES TO BE PREVENTED	2.85	3	2.25	2.7	1.5		12.30	A. CURRENT YEAR				2017			
BENEFIT								B. PROJECT COMPLETION YEAR				2020			
A. TOTAL CRASH BENEFIT							\$	1,464,585.60	NPV				\$ 2,192,529.36		
B. TOTAL ANNUAL BENEFIT:							\$	292,917.12	Prepared By:	Josh Reichert			Date:	3/24/2017	
BENEFIT/COST								393.00		Approved By:				Date:	

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1. PROJECT INFORMATION			
SUBMITTED BY Metric Engineering		ALTERNATIVE NO.	3
DATE SUBMITTED 3/31/2017		SAFETY PRIORITY	
PROJECT NO. Monument Road at Tredinick Parkway		ENV. STUDY	
FPID NO. N/A		SKID (ID)	

2. FACILITY DESCRIPTION			
DISTRICT	2	COUNTY	Duval
U.S. ROAD	N/A	SR	N/A
B.M.P.		E.M.P.	
		SECTION	N/A
		SPEED (MPH)	45
		LENGTH	
		NODE	

LOCATION **Monument Road at Tredinick Parkway**
 FACILITY TYPE **4-lane divided urban roadway**

CAUSE OF CRASH PROBLEM	Vehicles trying to cross all lanes of traffic from side road access (Lantern Street).
PROPOSED IMPROVEMENTS (LIST AND DISCUSS):	Reconfigure roadway entrance to a right angle (current geometry treats the intersection as right in, right out).
CRASH REDUCTION METHOD (EXPLAIN CRF AND SOURCE)	The Crash Reduction Factors (CRF) were selected using the Crash Modification Factors Clearinghouse: - Improve angle of a channelized right turn lane: 44.2%
HIGH CRASH LISTINGS	N/A

3. CRASH TYPE AND FREQUENCY

CRASH TYPES	NO. OF CRASHES						CRF %	PREVENTED	CRASH INFORMATION FOR FACILITY				No. Years	
	2012	2013	2014	2015	2016				A. COST PER CRASH:					
LEFT TURN COLLISIONS - SB at LANTERN								3.54						
Improve angle of a channelized right turn lane	2	0	2	1	3	44.2%		0.00	B. CRASH CLEANUP:	\$ 119,072.00			5	
								0.00		\$ 100	per year			
								0.00	C. INTEREST (DISCOUNT) RATE:	4.0%				
								0.00	ANNUAL COST OF IMPROVEMENTS					
								0.00						
								0.00	A. ROADWAY	\$ 16,219.00	20	0.0736	\$ 1,193	
								0.00	B. SIGNING	\$ -	6	0.1908		
								0.00	C. EARTHWORK	\$ -	20	0.0736		
								0.00	D. SIGNALS	\$ -	10	0.1233		
								0.00	E. MOT	\$ 3,243.80	20	0.0736	\$ 238.68	
								0.00	F. MOBILIZATION	\$ 3,243.80	20	0.0736	\$ 238.68	
								0.00	G. CONTINGENCY	\$ 3,243.80	20	0.0736	\$ 238.68	
								0.00	H. PE/CEI	\$ 8,109.50	20	0.0736	\$ 596.71	
								0.00	SUBTOTAL	\$ 34,059.90	20		\$ 2,506.19	
								0.00					CRASH CLEANUP \$ 70.72	
								0.00					TOTAL ANNUAL COST \$ 2,576.91	
TOTAL CRASHES (ALL TYPES)	2	0	2	1	3				NET PRESENT VALUE					
TOTAL CRASHES TO BE PREVENTED	0.884	0	0.884	0.442	1.326		3.54		A. CURRENT YEAR				2017	
BENEFIT									B. PROJECT COMPLETION YEAR				2022	
A. TOTAL CRASH BENEFIT									\$ 421,038.59	NPV			\$ 944,186.88	
B. TOTAL ANNUAL BENEFIT:									\$ 84,207.72	Prepared By:	Josh Reichert		Date:	3/24/2017
BENEFIT/COST									32.68	Approved By:			Date:	

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1. PROJECT INFORMATION			
SUBMITTED BY Metric Engineering		ALTERNATIVE NO.	4
DATE SUBMITTED 3/31/2017		SAFETY PRIORITY	
PROJECT NO. Monument Road at Tredinick Parkway		ENV. STUDY	
FPID NO. N/A		SKID (ID)	

2. FACILITY DESCRIPTION			
DISTRICT	2	COUNTY	Duval
U.S. ROAD	N/A	SR	N/A
B.M.P.		E.M.P.	
		SECTION	N/A
		SPEED (MPH)	45
		LENGTH	
		NODE	
LOCATION Monument Road at Tredinick Parkway			
FACILITY TYPE 4-lane divided urban roadway			

CAUSE OF CRASH PROBLEM	This intersection has 25 Rear End (24 Correctable), 30 Left Turn (29 Correctable), 44 Angle (42 Correctable), and 6 Sideswipe (1 Correctable) collisions. Total number of crashes between 2012 to 2016 = 110 collisions
PROPOSED IMPROVEMENTS (LIST AND DISCUSS):	- Update/increase the total clearance intervals per ITE standards - Add signal head backplates for northbound and southbound approaches - Reconfigure Lantern Street where it meets Monument Road
CRASH REDUCTION METHOD (EXPLAIN CRF AND SOURCE):	The Crash Reduction Factors (CRF) were selected using the Crash Modification Factors Clearinghouse: - Update/increase the all-red clearance intervals per ITE standards. CRF 7.8% - Improve angle of a channelized right turn lane: 44.2% - Add signal backplates or visors. CRF 13%
HIGH CRASH LISTINGS	N/A

3. CRASH TYPE AND FREQUENCY													
CRASH TYPES	NO. OF CRASHES						CRF %	PREVENTED	CRASH INFORMATION FOR FACILITY				No. Years
	2012	2013	2014	2015	2016	A. COST PER CRASH:			B. CRASH CLEANUP:	C. INTEREST (DISCOUNT) RATE:			
Update All-Red Clearance Intervals	4	4	4	5	4	7.8%	1.64	\$ 119,072.00	\$ 100	4.0%	per year	5	
							0.00						
							0.00						
							0.00						
							0.00						
ANNUAL COST OF IMPROVEMENTS													
ALL SEVERITIES	2010	2011	2012	2013	2014	CRF %	PREVENTED	TYPE	COST	LIFE (YR)	CRF	COST/YR	
Yellow retroreflective sheeting	19	20	15	18	10	15%	12.30	A. ROADWAY	\$ 16,219.00	20	0.0736	\$ 1,193	
Install Backplates						13%	0.00	B. SIGNING	\$ -	6	0.1908		
							0.00	C. EARTHWORK	\$ -	20	0.0736		
							0.00	D. SIGNALS	\$ 1,500.00	10	0.1233	\$ 184.94	
							0.00	E. MOT	\$ 3,543.80	20	0.0736	\$ 260.76	
ALL SEVERITIES	2010	2011	2012	2013	2014	CRF %	PREVENTED	F. MOBILIZATION	\$ 3,543.80	20	0.0736	\$ 260.76	
Improve angle of a channelized right turn lane	2	0	2	1	3	44.2%	3.54	G. CONTINGENCY	\$ 3,543.80	20	0.0736	\$ 260.76	
							0.00	H. PE/CEI	\$ 5,315.70	20	0.0736	\$ 391.14	
							0.00	SUBTOTAL	\$ 33,666.10	20		\$ 2,551.77	
							0.00						
							0.00						
							0.00						
TOTAL CRASHES (ALL TYPES)	25	24	21	24	17								
TOTAL CRASHES TO BE PREVENTED	4,046	3,312	3,446	3,532	3,138		17.47						
NET PRESENT VALUE													
A. CURRENT YEAR												2017	
B. PROJECT COMPLETION YEAR												2022	
A. TOTAL CRASH BENEFIT								\$ 2,080,664.13	NPV		\$ 4,800,577.20		
B. TOTAL ANNUAL BENEFIT:								\$ 416,132.83	Prepared By:	Josh Reichert		Date:	3/24/2017
BENEFIT/COST								143.43	Approved By:			Date:	

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1. PROJECT INFORMATION	
SUBMITTED BY Metric Engineering	ALTERNATIVE NO. 1
DATE SUBMITTED 3/31/2017	SAFETY PRIORITY
PROJECT NO. Monument Road at Tredinick Parkway	ENV. STUDY
FPID NO. N/A	SKID (ID)

2. FACILITY DESCRIPTION		
DISTRICT 2	COUNTY Duval	SECTION N/A
U.S. ROAD N/A	SR N/A	SPEED (MPH) 45
B.M.P.	E.M.P.	LENGTH
LOCATION Monument Road at Tredinick Parkway		
FACILITY TYPE 4-lane divided urban roadway		

CAUSE OF CRASH PROBLEM	Crashes possibly due to outdated all-red clearance intervals, especially for all left-turn movements. This intersection had 24 correctable rear end collisions, 29 correctable left turn crashes, and 39 correctable angle crashes from 2012 to 2016.
PROPOSED IMPROVEMENTS (LIST AND DISCUSS):	Update/increase the yellow and all-red clearance intervals per ITE standards. This could help reduce collisions by allowing more time for cars to clear the intersection before allowing opposing traffic to enter.
CRASH REDUCTION METHOD (EXPLAIN CRF AND SOURCE):	The Crash Reduction Factors (CRF) were selected using the Crash Modification Factors Clearinghouse: - Update total clearance intervals to meet or exceed ITE standards. 7.8%
HIGH CRASH LISTINGS	

3. CRASH TYPE AND FREQUENCY														
CRASH TYPES	NO. OF CRASHES						CRF %	PREVENTED	CRASH INFORMATION FOR FACILITY				No. Years	
	2012	2013	2014	2015	2016	A. COST PER CRASH:								
ALL SEVERITIES	8	5	5	5	2	7.8%	1.95	A. COST PER CRASH:	\$	119,072.00			5	
Update Total Clearance Intervals (Rear-End)	6	4	6	9	5	7.8%	2.34	B. CRASH CLEANUP:	\$	100	per year			
Update Total Clearance Intervals (Left Turn)	8	13	6	6	6	7.8%	3.04	C. INTEREST (DISCOUNT) RATE:		4.0%				
Update Total Clearance Intervals (Angle)	1	2	2	3	1	7.8%	0.70							
Update Total Clearance Intervals (Other)							0.00	ANNUAL COST OF IMPROVEMENTS						
	2012	2013	2014	2015	2016	CRF %	PREVENTED	TYPE	COST	LIFE (YR)	CRF	COST/YR		
							0.00	A. ROADWAY		10	0.1233			
							0.00	B. SIGNING		10	0.1233			
							0.00	C. EARTHWORK		10	0.1233			
							0.00	D. SIGNALS	\$	300.00	10	0.1233	\$	36.99
							0.00	E. MOT		10	0.1233			
	2012	2013	2014	2015	2016	CRF %	PREVENTED	F. MOBILIZATION		10	0.1233			
							0.00	G. CONTINGENCY		10	0.1233			
							0.00	H. PE/CEI		10	0.1233			
							0.00	SUBTOTAL	\$	300.00	10		\$	36.99
							0.00							
							0.00							
							0.00							
							0.00							
							0.00							
							0.00							
TOTAL CRASHES (ALL TYPES)	23	24	19	23	14			NET PRESENT VALUE						
TOTAL CRASHES TO BE PREVENTED	1,794	1,872	1,482	1,794	1,092		8.03	A. CURRENT YEAR				2017		
BENEFIT								B. PROJECT COMPLETION YEAR				2022		
A. TOTAL CRASH BENEFIT								\$	956,624.45	NPV		\$	1,326,199.03	
B. TOTAL ANNUAL BENEFIT:								\$	191,324.89	Prepared By:	Josh Reichert	Date:	3/24/2017	
BENEFIT/COST								967.91		Approved By:		Date:		

Appendix E
Existing Timings and Clearance Calculations

Traffic Signal Controller Parameters
Duval County, City of Jacksonville, Florida

Intersection: Monument & Trednick
Time of Day Events

Day	Time	Cycle	Offset	Split	Lag LT
M-F	12:00 AM	FREE			
SAT	12:00 AM	FREE			
SUN	12:00 AM	FREE			

Controller Type: ASC2S-2100

Phase Allocations

Plan	N/U	N/U	N/U	N/U	N/U	N/U
Cycle	2	1	3	4	5	6
Length						
Offset 1						
Offset 2						
Offset 3						
Hold						
Percent of Cycle						
1						
2						
3						
4						
5						
6						
7						
8						
Max Rcl						

Phase Times

		INT	EXT	AMB	RED	MX1	MX2	WLK	DW
SLT	PHASE 1	4	3	4	1	20	15		
NA	PHASE 2	18	2.5	4.5	1	90	50	7	16
WLT	PHASE 3	4	3	4	1	30	15		
EA	PHASE 4	6	3	4	1	30	30	7	21
NLT	PHASE 5	4	3	4	1	20	10		
SA	PHASE 6	18	2.5	4.5	1	90	50	7	16
ELT	PHASE 7	4	3	4	1	20	15		
WA	PHASE 8	6	3	4	1	30	30	7	16

Note:

Overlaps

A	B	C	D

Sequence

1	2	3	4
5	6	7	8

NODE:

INTERSECTION NAME: Monument Rd @ Tredinick Pkwy

Existing Clearances Higher than Calculated								
Phase	1	2	3	4	5	6	7	8
Direction	WBL	EB	NBL	SB	EBL	WB	SBL	NB
Yellow (sec)	4.4	4.4	4.8	4.8	4.4	4.4	4.8	4.8
Red Calculated (sec)	3.4	1.5	1.7	1.3	3.7	1.3	2.2	1.1
All-Red (sec) (Max 6 sec Min 2 sec)	3.4	2.0	2.0	2.0	3.7	2.0	2.3	2.0
Walk (sec)		7		7		7		7
Flash Don't Walk (sec)		27		25		31		22
Speed (mph) for yellow time calculations	40	40	45	45	40	40	45	45
Speed (mph) (25 mph for red clearance on lefts)	25	40	25	45	25	40	25	45
Crosswalk Distance from Curb to Curb		94.0		85.0		108.0		75.0
Crosswalk Distance from Curb to farthest push-button		105.0		97.0		119.0		92.0
Grade (from below)		0.000		0.000		0.000		0.000
Ped Clearance 1 (sec)		27		25		31		22
Ped Clearance 2 (sec)		31		28		36		26
Clearance Distance (ft)	140	127	80	133	152	117	98	118

FIELD MEASUREMENTS

	Speed Limit (mph)	Calculated Dimension D _{grade} (Feet)	Make Three Grade Measurements at One-Third Intervals of D _{grade} (Feet)		
			1st Reading	2nd Reading	3rd Reading
	45	382	130	260	390
NB			0.00	0.00	0.00
	45	382	130	260	390
SB			0.00	0.00	0.00
	40	345	115	230	345
EB			0.00	0.00	0.00
	40	345	115	230	345
WB			0.00	0.00	0.00

- If the approach grade is downhill, the grade value would be negative. If the approach grade is uphill, the grade value would be positive.

- Positive values for grade will be set to zero.

- Average the three values for the approach

- Negative grade readings will be rounded upward to the next half percent

MODIFIED FIELD MEASUREMENTS

	Speed Limit (mph)	Calculated Dimension D _{grade} (Feet)	Make Three Grade Measurements at One-Third Intervals of D _{grade} (Feet)			Avg. Reading	Grade
			1st Reading	2nd Reading	3rd Reading		
	45	382	130	260	390		
NB			0.00	0.00	0.00	0.00	0.00
	45	382	130	260	390		
SB			0.00	0.00	0.00	0.00	0.00
	40	345	115	230	345		
EB			0.00	0.00	0.00	0.00	0.00
	40	345	115	230	345		
WB			0.00	0.00	0.00	0.00	0.00